

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### Minutes of Meeting of March 28, 2002

Location: Commission Officer  
The Bourse Building, 8<sup>th</sup> Floor  
111 S. Independence Mall, East  
Philadelphia, PA 19106

#### Membership Present

#### Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

William S. Beetle

Governor of New Jersey's Appointee

Deirdre Naughton

Governor of Pennsylvania's Appointee

(not represented)

Pennsylvania Governor's Policy Office

Charles Nahill, Jr.

Pennsylvania Department of Transportation

Thomas TenEyck

Bucks County

Lynn Bush

Chester County

Colin A. Hanna  
Charles C. Coyne

Delaware County

John E. Pickett

Montgomery County

Lewis F. Gould, Jr., Esq.  
Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.  
Carol Ann Thomas

Camden County

J. Douglas Griffith

Gloucester County

Charles E. Romick

Mercer County		(not represented)
City of Chester	William Payne	
City of Philadelphia	Lawrence Wilson	
City of Camden	Robert L. Wisniewski	
City of Trenton	(not represented)	
<u>Non-Voting Members</u>		
Federal Highway Administration New Jersey Division Pennsylvania Division		Lawrence Cullari Spencer Stevens
U.S. Department of Housing and Urban Development, Region III		(not represented)
U.S. Environmental Protection Agency, Region III		(not represented)
U.S. Environmental Protection Agency, Region II		(not represented)
New Jersey Office of State Planning		(not represented)
Federal Transit Administration, Region III	Keith Lynch	
Southeastern Pennsylvania Transportation Authority		Christopher Patton
New Jersey Transit Corporation		Brent Barnes
Port Authority Transit Corporation		Robert Box
Delaware River Port Authority		Marcy Feldman-Rost
New Jersey Department of Environmental Protection		(not represented)
Pennsylvania Department of Environmental Protection		Michael Shea
Pennsylvania Department of Community and Economic Development		(not represented)

Regional Citizens Committee Chairman

Dennis Winters

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Timothy J. Carson, Esq.  
Thomas Coleman, Esq.

DVRPC Staff: John J. Coscia, John B. Claffey, William Greene, Thabet Zakaria, Donald Shanis, Richard Bickel, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Jim Lewis  
Robert Hannigan  
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Brian Cuccia  
Jerry Mooney

Philadelphia City Planning Commission

Gary Jastrzab

Federal Highway Administration (NJ Division)

Patty Leech

Southeastern Pennsylvania Transportation Authority  
Richard Burnfield

Delaware River Joint Toll Bridge Commission Roger Sager

Cross County Connection Transportation Management  
Association

William Ragozine

Johnson, Mirmiran and Thompson

Steve Beck

Eddie R. Battle Associates, Inc.

Eddie Battle

Washington Infrastructure

Jim Dixon

Therba Group

John Burkhardt

**Call to Order**

Chairman Jerald R. Cureton, Esq. called the meeting to order at 10:40 a.m.

Chairman Cureton announced that the New Jersey Governor's Appointee to serve as the member of the DVRPC Board will be Paul P. Josephson and his alternate to the Board will be Deirdre Naughton, Esq. Also, the Pennsylvania Governor's Appointee to the DVRPC Board will be Caroline Anderson Novak. Chairman Cureton introduced Ms. Naughton who was in attendance.

Chairman Cureton also introduced Robert A. Box, Acting General Manager for the Port Authority Transit Corporation (PATCO).

### **Public Comments**

Comments from the public were invited to be heard on non-agenda items. No comments were stated.

#### **1. Minutes of Meeting of February 28, 2002**

On a **motion** by Mr. Hanna, seconded by Mr. Nahill the minutes of the meeting of February 28, 2002 were approved as distributed.

#### **2. Transportation Improvement Program (TIP) Actions**

John B. Claffey, DVRPC staff, briefed the Board on the following TIP Actions:

##### Pennsylvania Portion of the FY 2001-2004 TIP

##### a. TIP Action PA 0161A - Control Center Centralization (SETPA)

SEPTA has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project in FY 2002. This project will provide for the completion of SEPTA's Control Center Centralization Program. SEPTA's surface, subway/ligtrail and regional rail control centers are located on the 19<sup>th</sup> floor of SEPTA's headquarters at 1234 Market Street. The objective of this project is to relocate, within the 19<sup>th</sup> floor control center complex, these individual control centers into a logical floor configuration to improve operations. This project will also include the construction of a communications and computer room with integrated communications capability, standardization and upgrading of equipment and reporting systems, and make ready construction for future tie-ins of planned communications and traffic control projects, such as audio/visual public address systems, closed circuit TV systems and automatic vehicle locator systems.

The request is to add this project to the TIP using \$3 million federal 5307 in FY 2002 combined with \$667,000 State T-Bond funds and a \$333,000 local match, totaling \$4 million in FY 2002.

Mr. Claffey explained that financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have

changed and by accounting for additional funding provided through the agency's actual federal allocation of 5307 and 5309 funds. Also, there will be no there will be no impact on the TIP's conformity finding since this project is exempt.

b. TIP Action PA 0161B - Automatic Vehicle Locator for Paratransit (SEPTA)

SEPTA has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project in FY 2002. This project provides for the installation of automatic vehicle locator devices, using Global Positioning Satellite technology, on SEPTA's Paratransit vehicles. The system does not currently have the efficient capability to locate vehicles that are misdirected, stuck in traffic or have broken down, which impacts service efficiency and reliability for SEPTA customers. The vehicle locator devices will interface with the existing system and will improve operations by transmitting the exact location of in-service Paratransit vehicles. This will provide real-time information to the control center for quick response to any service disruption.

The request proposes to use \$1.033 million from a federal ITS earmark combined with an equal local match, totaling \$2.066 million.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and by accounting for additional funding provided through the agency's actual federal allocation of 5307 and 5309 funds. Also, there will be no impact on the TIP's conformity finding since this project is exempt.

c. TIP Action PA 0161C - Ogontz Avenue Signal Improvements  
(City of Philadelphia)

SEPTA has requested that DVRPC modify the FY 2001-2004 TIP for Pennsylvania by increasing the FY 2002 capital phase by \$18.750 million (\$15 million Section 5309/\$3.125 million T-STA Bond/\$625,000 Local Match). This project provides for the acquisition of 100 new commuter rail cars for SEPTA

Railroad Division service. These new electric multiple-unit (EMU) cars will serve to replace the existing Silverliner II and III rail cars, which are currently 34 to 38 years old and will provide additional cars to supplement the Railroad Division car fleet in response to current and projected ridership increases. Vehicles acquired through this project will incorporate the new passenger car strength and safety requirements of the US Federal Railroad Administration while incorporating recent technology and proven components, along with enhanced passenger amenities, to ensure overall safety, security and passenger comfort. All vehicles will fully comply with Americans with Disabilities Act (ADA) requirements, as well as federal and state regulations regarding safety features

and systems. The increase will allow for initial progress payments to the contractor for specific milestones in the contract.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and by accounting for additional funding provided through the agency's actual federal allocation of 5307 and 5309 funds. There will be no impact on the TIP's conformity finding since this project is exempt.

d. TIP Action PA 0161D - Underground Storage Tank Removal (SEPTA)

SEPTA has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project to the TIP. The underground Storage Tank Removal/Modification Project is designed to bring SEPTA's underground storage tanks into compliance with Environmental Protection Agency regulations governing underground storage tank installation and their associated piping. These regulations concern leak control and spill control. Two locations will be addressed under this project in FY 2002: the removal and disposal of tanks located on the right of way along the R7 Chestnut Hill East Regional Rail Line and the removal and disposal of tanks at the Route 100 Bryn Mawr Station. The request is for a total of \$625,000 (\$500,000 Federal 5307/\$104,000 T-Bond/ \$21,000 Local Match) in FY02.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and by accounting for additional funding provided through the agency's actual federal allocation of 5307 and 5309 funds. Also, there will be no impact on the TIP's conformity finding since this project is exempt.

e. TIP Action PA 0161E - Bucks County TMA Capital Improvement (SEPTA)

SEPTA has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project to the TIP. On behalf of Bucks County, SEPTA is including this \$124,000 earmark (\$99,000 DEMO/\$25,000 local match) for the Bucks County Transportation Management Association for the purchase of four vehicles and associated capital costs for shuttle operations managed by the TMA.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and by accounting for additional funding provided through the agency's actual federal allocation of 5307 and 5309 funds. Also, there will be no impact on the TIP's conformity finding since this project is exempt.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board amend the Pennsylvania TIP to include SEPTA's requests for the projects listed in TIP's PA 0161A through PA 0161E.

Favorable recommendation was received from the Regional Citizens Committee (RCC) that the Board amend the Pennsylvania TIP to include SEPTA's requests listed in TIP's PA 0161A, PA 0161B, PA 0161D, PA 0161E, PA 0162A, PA 0162B, PA 0163A and PA 0163B. The RCC did not recommend approval of PA 0161C (Regional Rail Car Acquisition) and asked the Board to review the resolution (listed on the RCC's recommendations to the Board for March 28, 2002 attached to these minutes).

John J. Coscia, Executive Director responded that the design of the SEPTA Rail Cars is not the responsibility of DVRPC, but lies with SEPTA. He assured the RCC that their comments would be forwarded to SEPTA for their review and response.

The Board unanimously adopted the following **motion**:

**MOTION** by Mr. Gould, seconded by Mr. Pickett; that the Board approve TIP Actions PA 0161A through PA 0161E, SEPTA's request to amend the FY 2001-2004 TIP for Pennsylvania for the following five projects:

PA0161A: Control Center Centralization Project (TIP # S105)

Add \$4 million (\$3 million federal 5307/\$667,000 State T-Bond /



\$333,000 local) to the TIP in FY 2002.

PA0161B: Automatic Vehicle Locator for Paratransit Vehicles  
(TIP #S106)

Program \$2.066 million (\$1.033 million federal ITS earmark/\$1.033 million local) in FY 2002.

PA0161C: Regional Rail Car Acquisition (TIP #S096)

Add \$18.750 million (\$15 million Section 5309/\$3.125 million T-STA Bond/\$625,000 local) in FY 2002.

PA0161D: Underground Storage Tank Removal Project  
(TIP #S107)

Program \$625,000 (\$500,000 federal 5307/\$104,000 T-Bond/\$21,000 local) in FY 2002.

PA0161E: Bucks County TMA Capital Improvement Project  
(TIP #S108)

Program a \$124,000 earmark (\$99,000 DEMO/\$25,000 local) for the Bucks County Transportation Management Association for vehicle purchase in FY 2002.

f. TIP Action PA 0162A - Chester Waterfront Development Streetscape Project

Delaware County has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project in FY 2002. The City of Chester has obtained an earmark award of \$500,000 Transportation and Community System Preservation Program(TCSP) funds for streetscape improvements and enhancements in support of a brownfield redevelopment project along the Delaware River Waterfront between Highland Avenue and Flower Street. Funding would be programmed for a \$50,0000 FY02 Engineering Phase, and a \$450,000 Construction Phase, totaling a half million dollars.

Financial constraint will not be impacted due to the use of earmarked TCSP

funds. Also, the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

- g. TIP Action PA 0162B - Chester Exit 6 (I-95) Streetscape Improvement (Delaware County)

Delaware County has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project in FY 2002. The City of Chester has obtained an earmark award of \$350,000 National Corridor Planning and Development Program funds for Streetscape improvements and enhancements along Exit 6 of I-95. The City of Chester would provide a local match totaling \$87,500.

Funding would be programmed with \$43,750 for engineering in FY02 (\$35,000 DEMO/\$8,750 local) and \$393,750 for construction in FY02 (\$315,000 DEMO)/\$78,750 local) for a total project cost of \$437,500.

Financial constraint will not be impacted due to the use of earmarked DEMO funds. Also, the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board amend the FY 2001-2004 TIP for Pennsylvania for the projects listed in TIP Actions PA 0162A and PA 0162B:

The Board unanimously adopted the following **motion**:

**MOTION** by Mr. Pickett, seconded by Mr. Payne; that the Board approve TIP Actions PA 0162A and PA 0162B, Delaware County's request to amend the FY 2001-2004 TIP for Pennsylvania for the following two projects:

PA0162A: Chester Waterfront Development Streetscape Project (TIP #7920)

Program \$50,000 for engineering in FY02 and \$450,000 for construction in FY02. The source of the funds is earmarked Transportation and Community System Preservation Program (TCSP) funds, which do not require a local match.

PA 0162B: Chester Exit 6 (I-95) Streetscape Improvement Project (TIP #7921)

Program \$43,750 (\$35,000 DEMO/\$8,750 local) for engineering in FY 2002 and \$393,750 (\$315,000 DEMO)/\$78,750 local) for construction in FY 2002.

h. TIP Action PA 0163A - Route 309, Section 100, Reconstruction  
(Montgomery County)

PennDOT has requested that DVRPC modify the FY 2001-2004 TIP for Pennsylvania by increasing the FY 2002 final design phase by \$5.1 million. Additional tasks required to complete the phase include environmental mitigation, utility coordination, design for a temporary railroad structure, and construction management of the project. PennDOT proposes to shift \$2.6 million (\$2.080 million DEMO/\$520,000 State) from the FY 2003 construction phase of this project into the FY02 final design phase, combined with \$2.5 million (\$2 million DEMO/\$500,000 State) from Route 309's Section 102.

Financial constraint will be maintained by making adjustments to existing TIP projects whose schedules or costs have changed. Also, there will be no impact on the TIP's conformity finding since this project has already been included in the regional analysis.

i. TIP Action PA 0163B - I-95 International Airport Ramp Revision  
(City of Philadelphia)

PennDOT has requested that DVRPC modify the FY 2001-2004 TIP for Pennsylvania by increasing the FY 2002 construction phase by \$8.45 million. \$8 million dollars of the increase will fund pavement patching and overlay of the section of I-95 in the area of the airport. Currently, the existing pavement is seriously cracked and potholed, and the repair will extend the service life by 8-10 years. The remaining \$450,000 increase is for materials and work on paving, curbs and signals along the project detour.

Financial constraint will be maintained by making adjustments to existing TIP projects whose schedules or costs have changed. Also, there will be no impact on the TIP's conformity finding since this project has already been included in the regional analysis.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board amend the FY 2001-2004 for Pennsylvania for the projects listed in TIP

Actions PA 0163A and PA 0163B.

The Board unanimously adopted the following **motion**:

**MOTION** by Mr. Nahill, seconded by Mr. Wilson; that the Board approve Actions PA 0163A and PA 0163B, PennDOT's request to amend the FY 2001-2004 TIP for Pennsylvania for the following two projects:

PA 0163A: Route 309, Section 100 Reconstruction Project (TIP #8599A) (Montgomery County)

Increase the final design phase by \$5.1 million. This change entails a shift of \$2.6 million of DEMO funds from the FY 2003 construction phase of the project and a shift of \$2.6 million of DEMO funds from the FY 2003 construction phase of the Route 309, Section 102 project (TIP #8572A.)

PA 0163B: I-95 International Airport Ramp Revision project (TIP #9745) (City of Philadelphia)

Add \$8.45 million (\$6.760 million federal/\$1.690 million Local) to the FY 2002 construction phase.

**3. FY 2002 Planning Work Program Amendment: Port Inland Distribution Network Study**

Donald Shanis, DVRPC staff, presented an overview of the Port Inland Distribution Network Study. He explained that total container volumes handled at port facilities in Northern New Jersey and New York rank second highest nationally and are projected to double by the year 2010. Coupled with diminishing land availability and the increasing use of larger, mega-ships, the port is confronted with significant landside and transportation infrastructure challenges. One of the strategies identified by the Port Authority of New York and New Jersey to accommodate future projected volumes of containers is a Port Inland Distribution Network (PIDN) that would employ direct rail or barge connections for transporting some of the container traffic to satellite port facilities.

Dr. Shanis went on to say that DVRPC staff has been requested by New Jersey DOT to manage a study which will investigate the feasibility and suitability of

establishing a PIDN operation along the Delaware River in Southern New Jersey. DVRPC's primary role would be to establish a study steering committee among the key stakeholders and to select and guide a private consultant in performing the technical work. The study will consider PIDN impacts on overall truck VMT in the region, as well as evaluate PIDN development and brownfield remediation at six potential sites: Camden, Gloucester City, Paulsboro, Pennsville, Port Salem and another site, if identified.

Favorable recommendation was received from the PCC/RTC for the Board to approve amending the FY 2002 DVRPC Planning Work Program to include the Port Inland Distribution Network (PIDN) Study.

The RCC recommended that the Board amend the FY 2002 DVRPC Planning Work program to include the Port Inland Distribution network Study, however for the sake of regionalism and optimal solutions to larger issues, the RCC recommends that DVRPC consider including Pennsylvania and Delaware in this study as well.

Chairman Cureton inquired if this PIDN study would be coordinated with concurrent studies conducted by the New York MPO. William Beetle, NJDOT, responded that the New York MPO is not looking at any sites for PIDN due to the fact that none of the sites fit within their region. However, the port authority of New Jersey and New York is totally linked to this effort because it involves growth of their ports.

Mr. Coscia added that the port authority of New York and New Jersey will be constrained if they do not have an inland distribution network with additional sites to handle the great amount of port traffic.

Colin Hanna, Chester County, suggested that the Delaware Valley Port Authority (DRPA) be involved with the study from its inception.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommended approval, however, for the sake of regionalism and optimal solutions to larger issues, the RCC recommends that DVRPC consider including Pennsylvania and Delaware in this study as well.

The Board unanimously adopted the following **motion**:

**MOTION** by Mr. Beetle, seconded by Ms. Paul; that the Board amend the FY 2002 DVRPC Planning Work Program to include the Port Inland Distribution Network Study (PIDN).

**4. FY 2002 and FY 2003 New Jersey Job Access and Reverse Commute Grant Program - Project Priorities and TIP Commitment**

Richard Bickel, DVRPC staff explained to the Board that the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) includes a five-year (FY 1999 to FY 2003), Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute Competitive Grant Program. This program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare and lower income persons, as well as reverse commute trips for the general population. A total of \$125 million is available, nationwide, for this program in Fiscal Year 2002 with a similar amount likely for FY 2003. For FY 2002 New Jersey received a statewide earmark of \$3 million. A 50% non-Department of Transportation funds match is required.

FTA regulations require metropolitan planning organizations (MPO's), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Regional Job Access and Reverse Commute Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

Following a project solicitation in early January 2002, DVRPC received four Letters of Intent from New Jersey applicants by the February 19<sup>th</sup> deadline. Following staff review of the submissions, the Board acted on February 28<sup>th</sup>, and found that: (1) all of the proposed projects are consistent with DVRPC's adopted Job Access Plan; (2) all of the potential applicants are qualified to undertake the services proposed; and (3) each applicant should continue to work with NJ TRANSIT to complete the full application process, based on the FY 2002 priorities established by a Special Committee for proposed New Jersey projects last year.

NJ TRANSIT has requested that recommendations be submitted to them as soon as possible, so they can be included in their overall statewide application to the FTA.

Mr. Bickel announced the Priority 1 projects as being:

- Burlington County: BurLink Shuttle Continuation
- Camden County Improvement Authority: UPS Lawnside Service; Mid-

Atlantic to Pureland Industrial parks; Cross County Connection training and outreach; purchase one bus with a wheel-chair lift.

- Gloucester County Work Force Investment Board: expand Pureland shuttle; Cross County shuttle; purchase one 12-passenger van.
- Mercer County Workforce Investment Board: continuation of transit services along Route 130 and along Route 1.

Priority 2 projects are as follows:

- Burlington County: BurLink expansion of Beverly and Edgewater.
- Camden County Improvement Authority: Last mile connector from Southern New Jersey Light Rail Line.

Mr. Bickel explained that it is recommended the Board support equal status for all of the Priority 1 projects. These projects reflect a mix of existing service continuation, new services and needed support activities. The recommended Priority 2 projects reflect connections with the pending Southern new jersey Light Rail Line. Since the new line is not scheduled to open until 2003, it is recommended that these two service proposals be considered for the FY 2003 program.

Mr. Bickel also mentioned that the projects for Pennsylvania will be presented to for action the Board in April.

The Board unanimously adopted the following **motion**:

**MOTION** by Mr. Griffith, seconded by Mr. Romick; that the Board approve the project priorities for the New Jersey Applicants for the FY 2002 and FY 2003 Job Access and Reverse Commute Grant Program and commit to amend the TIP to include selected projects for future project grant approval by passing Resolution No. B-FY02-009.

## 5. Regional Citizens Committee (RCC) Report

Dennis Winters, RCC Vice Chairman, reported additional items from the RCC Meeting of March 19, 2002. He stated that the RCC recommends that the Board consider the two resolutions attached to the *RCC Recommendations to the Board for March 28, 2002* (attached as part of these minutes). Mr. Winters briefly stated that the main concerns of the first resolution, *Schuylkill Valley Metro (SVM) Resolution*, deal with the length of time necessary to implement service and the frequency of service.

Mr. Coscia responded that the RCC is recommending the Board approve the statements contained in the SVM resolution. At the public hearing on the SVM Environmental Impact Study (EIS), DVRPC staff testified on behalf of the Board in support of the locally preferred alternative embodied in the EIS and indicated to the hearing examiner that DVRPC adopted a plan amendment to include the alternative in the Year 2025 Plan. Funding has also been provided to move the project along in the TIP. The DVRPC statement is a reflection of Board approval of the project. The RCC's review is not an approval statement but a statement which indicates that there are some refinements that need to be made, some phasing which needs to be done, and some technology considerations concerning the type of propulsion system to be used for the SVM.

Mr. Coscia continued to say that the RCC is charged by the Board to make appropriate presentations and recommendations to the Board that are regional in scale. However, the RCC is advisory to the DVRPC Board only and does not have an external voice. Mr. Coscia explained that although the statements in the RCC's SVM resolution may be understood by the Board and the immediate DVRPC family, that if the resolution were distributed to a broader audience, the statements in the resolution may be interpreted as the DVRPC position. In an effort to avoid this misinterpretation, Mr. Coscia respectfully suggests that the RCC members submit their recommendations to the appropriate agencies on their own behalf and not as a member of the DVRPC RCC.

The Board members and the DVRPC Co-Council agreed with Mr. Coscia in that the specific individuals should speak in their own behalf in the SVM matter. Chairman Cureton requested that Mr. Winters convey this to the RCC.

Mr. Winters also mentioned the RCC's Resolution on the year 2025 Plan: *Linkages and Desired Goals/Outcomes* (attached as part of these minutes). Mr. Coscia responded that DVRPC will work with the RCC to implement their recommendations into the 2025 Plan.



## 6. Region-wide Transportation GIS Project - Phase I Executive Summary

Mike Ontko introduced Steve Beck of Johnson Mirmiran and Thompson who presented the findings of the *Regional Transportation GIS Project Design and File Architecture Study*. The study examined and crafted a way to deal with the transportation GIS information at the state, county and local level. An executive Summary (Volume V) was distributed to the Board.

Mr. Beck explained that the primary project purpose is to assure that each of the counties and operating agencies has a GIS and data files that can be developed and seamlessly shared with each other to facilitate better transportation planning analysis and decision-making among the counties, the regions, and the states. Mr. Beck continued and reviewed the project goals, the needs assessment phase, the research and prototype phase, the research phase, implementation planning and the conclusions of the report.

## 7. Executive Director's Report

Mr. Coscia reported on the following items:

### a. *Building from Strength: Strategies for Older Suburbs and Boroughs*

Mr. Coscia announced the one-day conference *Building from Strength: Strategies for older Suburbs and Boroughs*; for Pennsylvania and New Jersey municipal officials, planning and zoning board members, and interested citizens to learn practical lessons and successful strategies from national, regional and local experts. The conference is being held at the Philadelphia Marriott West Hotel in West Conshohocken on April 20, 2002 from 8 a.m. to 5 p.m.

### b. Progress of the DVRPC Annual Awards Dinner

Mr. Coscia announced that the plans for the DVRPC Annual Awards Dinner are progressing and the invitations will be mailed in the near future. Several sponsorships have been received to date and we are looking forward to receiving additional sponsors. The awards have been selected and within a few days the four Board officers will meet and make the selections for the awardees. Grants for up to \$100,000 for the TCDI program will also be announced at the dinner (10 in Pennsylvania and 5 in New Jersey).

### c. 2002 Pennsylvania Joint Rail Freight Seminar, May 8-10, 2002

Mr. Coscia introduced Ted Dahlburg, DVRPC staff, who briefed the Board on the details of the Joint Rail Freight Seminar being held at the Hyatt Regency in Philadelphia at Penns Landing.

d. Ozone Action Board Meeting, March 19, 2002

Mr. Coscia reported on the activities of the Ozone Action Partnership Board meeting of March 19, 2002. He specifically mentioned the Kick-Off Event which will be held at the new Independence Park Visitors Center from 3:30 p.m. to 5:00 p.m. Also, four awardees have been selected to receive awards at this event.

e. The Urban Land Institute - Philadelphia District Council presents *Regional Cooperation in an Era of Regional Competition*

Mr. Coscia announced that the Urban Land Institute will hold a meeting on April 4, 2002 at the Union League Club dealing with Regional Cooperation in an Era of Regional Competition.

f. Lincoln Institute of Land Policy

Mr. Coscia announced that The Lincoln Land Institute and the Federal Highway Administration will be sponsoring a symposium for elected officials to explore how transportation policy and investments can help our regions to accommodate future growth and to shape economically viable development. The symposium will be held at the Lincoln Institute in Cambridge, Massachusetts on May 13-14, 2002. The detailed information and registration form was distributed to the Board.

g. Letter from Norfolk Southern

A letter from Norfolk Southern pertaining their comments and suggestions regarding the Schuylkill Valley Metro Draft Environmental Impact Statement was distributed to the Board. Mr. Coscia wanted the Board members to be aware of Norfolk Southern's position on this matter.

## **8. Committee Reports**

The Board received the following committee reports for their review: (1) Information Resource Exchange Group (IREG), (2) Planning Coordinating Committee/Regional Transportation Committee; and (3) Regional Land Use and Development Committee.

Mr. Claffey commented on an additional item to the PCC/RTC activities. Some member governments have requested DVRPC to do an evaluation of the ridership and cost of all the shuttles that are operating in our region. The funding for these shuttles comes from four or five different sources and the TMA's are implementing these shuttles. It has been requested that one central clearing house be selected for all the data and DVRPC is continuing with that task.

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:33 p.m.

#### Attachments:

- (1) PCC/RTC Recommendations to the Board for March 28, 2002
- (3) RCC Recommendations to the Board for March 28, 2002
- (4) Board Resolution B-FY02-009

#### Additional Documents distributed to the Board:

- (1) *Alert*, March 2002
- (2) *Freight Lines*, March 2002
- (3) *TravelSmart*, March 2002

I