

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of meeting of December 4,1998

Location: The Forrestal at Princeton Hotel & Conference Center 1 00 College Road East
Princeton, NJ 08540

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	Ronald K. Bednar
Pennsylvania Department of Transportation	Larry King
Bucks County	(not represented)
Chester County	Colin a. Hanna William H. Fulton
Delaware County	John E. Pickett
Montgomery County	Arthur F. Loeben
Burlington County	Carol Ann Thomas
Camden County	J. Douglas Griffith
Gloucester County	Charles E. Romick
Mercer County	(not represented)
City of Chester	(not represented)

City of Philadelphia	Denise L. Goren
City of Camden	(not represented)
City of Trenton	Andrew Carten
Non-Voting Members	
Federal Highway Administration New Jersey Division Pennsylvania Division	Larry Cullari (not represented)
U.S. Department of Housing and Urban Development, Region III	Karen Black
U.S. Environmental Protection Agency, Region III	Daniel Ryan
U.S. Environmental Protection Agency, Region 11	(not represented)
New Jersey Office of State Planning	Charles Newcomb
Federal Transit Administration, Region III	Carmine Fiscina
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	James Redeker
Port Authority Transit Corporation	Robert G. Schwab Joyce C. Gallagher
Delaware River Port Authority	Neil Weissman
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Lou Guerra
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Dennis Winters
DVRPC Counsel	

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Kenneth Zielonis
Thomas Coleman

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DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene,
Charles Dougherty, Thabet Zakaria, Michael Ontko, Richard Bickel, Candy Snyder, and
Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jack Lettiere
Jerry Mooney
Al Prant
James Lewis

New Jersey Governor's Authorities Unit

Cynthia E. Covie
Christine Leone-Zwillinger

Montgomery County Planning Commission

Kenneth Hughes

City of Philadelphia

Larry Wilson

New Jersey Department of Environmental Protection

R. Bruce Benton

Pennsylvania Department of Environmental Protection

John Kennedy

Delaware River Basin Commission

Carol Collier

Delaware County Transportation Management Association

Jill Welch

Greater Valley Forge Transportation Management
Association

Peter Quinn

Call to Order

Chairman Hanna called the meeting to order at 9:35 a.m.

Public Comments

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

1. **Minutes of Meeting of October 22,1998**

On a **motion** by Mr. King, seconded by Mr. Carson; the minutes of October 22, 1998 were approved as distributed.

2. **Transportation Improvement Program (TIP) Modifications and Amendments**

John B. Claffey, DVRPC staff, briefed the Board on the following TIP Modifications and Amendments-

FY 1997-2000 Pennsylvania Section of the TIP

a. **Amendment** 9752 - 195: From Shackamaxon Street to Ann Street
(City of Philadelphia)

PennDOT has requested that DVRPC amend the TIP by adding the preliminary engineering phase of the 1-95 Reconstruction project, from Shackamaxon St. to Ann St. at a total cost of \$5.5 million (\$4.4 million federal, \$1.1 million state). Although this project is included in the Draft FY 1999 - 2002 TIP, PennDOT is nearing completion of the consultant selection process and will be prepared to initiate preliminary engineering before the Draft TIP is adopted.

Financial constraint of the TIP will be maintained since the 1-95 Reconstruction project was identified in TEA-21 as a "High Priority Project" (Demo Project) and carries with it special earmarked federal funds.

This modification will not alter the TIP's conformity finding since the projects are exempt from the regional air quality conformity analysis.

After favorable recommendation from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) the Board unanimously adopted the following **motion**:

MOTION by Ms. Goren, seconded by Mr. Carson; that the Board approve TIP Amendment 9752, PennDOT's request to amend the FY 1997-2000 TIP to add the preliminary engineering phase of the 1-95 Reconstruction project from Shackamaxon Street to Ann Street to FY 1999 for \$5.5 million (\$4.4 million federal, \$1.1 million state).

b. Modification 9753 - PA 309- Fort Washington Interchange
(Montgomery County)

PennDOT has requested that DVRPC modify the TIP by adding the final design phase of the PA 309, Ft. Washington Interchange Reconstruction project (TIP #8599) to FY99 at a total cost of \$12 million (\$9.6 million federal, \$2.4 million state). Although the final design phase is programmed in the Draft FY 1999 - 2002 TIP, PennDOT is n

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earing completion of preliminary engineering and will be ready to advance to final design before the Draft TIP is adopted.

Financial constraint will be maintained by reducing the FY99 region wide set-aside for "Betterment Projects" (TIP #0515).

This amendment will not alter the TIP's conformity finding since the project is exempt from the Regional Air Quality Conformity Analysis.

After favorable recommendation from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Loeben, seconded by Mr. Griffith; that the Board approve TIP Modification 9753, PennDOT's request to modify the FY 1997-2000 TIP to: (1) add the final design phase of the PA 309, PA Turnpike Interchange Reconstruction project to FY 1999 at a total cost of \$12 million (\$9.6 million federal, \$2.4 million state), and (2) reduce the region-wide set-aside for "Betterment Projects" by a corresponding amount.

C. Modification 9754 - PA 113, Kimberton Road at PA 401 (Chester County)

PennDOT has requested that DVRPC modify the TIP by adding the right-of-way phase of the PA 113/PA 401 Intersection Improvement project (TIP #6772) to FY99 at a total cost of \$275,000 (\$220,000 federal, \$55,000 state). Initially, West Pikeland Township had agreed to fund the preliminary engineering, final design, and right-of-way phases of the project. However, the actual cost of completing the engineering work was higher than anticipated, and the Township has requested federal and state funding to acquire the necessary right-of-way.

Financial constraint will be maintained by reducing the amount programmed in FY99 for the construction phase of the US 322/US Business 322 Intersection Improvement project (TIP #6732). This project will not be ready to advance in FY99, and has been reprogrammed in the Draft FY 1999 - 2002

This amendment will not alter the TIP's conformity finding since the project is exempt from the Regional Air Quality Conformity Analysis.

After favorable recommendation from the PCC/RTC and RCC the Board unanimously adopted the following **motion**:

MOTION by Mr. Carson, seconded by Mr. Beetle that the Board approve TIP Modification 9754, PennDOT's request to modify the FY 1997-2000 TIP by: (1) adding the right-of-way phase of the PA113/PA 401 Intersection Improvement project to FY 1999 at a total cost of \$275,000 (\$220,000 federal, 55,000 state), and (2) reducing the amount programmed in FY 1999 for the construction phase of the US 322/US Business 322 Intersection Improvement project by an equal amount.

d. Amendment 9755 - Harrisburg Rail Line Improvements (PennDOT)

PennDOT has requested that DVRPC amend the TIP by adding the following language to the description of the Harrisburg Rail Line Improvements project (TIP #PA01):

It and infrastructure improvements along the line from Harrisburg to Philadelphia."

The original intent of the project was to perform infrastructure improvements to the rail line in addition to purchasing diesel multiple train units, but this work was inadvertently omitted from the description of the project scope. A grant is currently before the Federal Transit Administration for these infrastructure improvements and the language in the TIP must be changed in order to receive funding approval.

No cost changes to the project are proposed and this amendment will not alter the TIP's conformity finding since the project is exempt from the Regional Air Quality Conformity Analysis.

Favorable recommendation was received from the PCC/RTC.

The RCC recommended that the Board approve TIP amendment 9755 as long as this project in no way impairs or removes the catenary that is currently in place; in addition, the RCC asks that PennDOT look into the availability of dual-mode equipment, as currently on order by the Long Island Railway.

The Board unanimously adopted the following motion:

MOTION by Ms. Goren, seconded by Mr. King; that the Board approve TIP Amendment 9755, PennDOT's request to add language to the description of the Harrisburg Rail Line Improvements project as follows: and infrastructure improvements along the line from Harrisburg to Philadelphia."

FY 1998-2002 New Jersey Section of the TIP

e. Amendment 9818, - Technical Corrections Package for FY 1999 (NJDOT)

Jack Lettiere, NJDOT, explained to the Board that NJDOT has requested that DVRPC modify and amend the TIP by making the changes contained in its submittal package "FY 1998-2002 STIP Technical Correction".

These changes are necessitated by the federal requirement to continue using the FY 1998-2002 TIP for New Jersey for a second year as a result of the conformity freeze. The costs and schedules contained in the now 18 month old TIP need to be adjusted. Instead of having NJDOT request a number of amendments and modifications each month, FHWA has advised the Department to construct a package of changes and submit it to the MPOs as a single action. The same procedure has been followed on prior occasions for Pennsylvania following PennDOT's decision to update the TIP every two years.

NJDOT has determined, in consultation with FHWA and the other MPOS, that financial constraint of the Statewide TIP is required and will be maintained as a result of the complete package of changes being approved. Furthermore, NJDOT has assured DVRPC that in the event any other MPO does not approve the complete package, the state will maintain financial constraint of the STIP through subsequent adjustments to its statewide line items. FHWA has concurred with this approach.

The package of changes contains mostly modifications to existing projects in the TIP. There are three amendments contained in the package, each of which is exempt from conformity. Therefore, the approval of the entire package of changes will not alter the TIP's conformity finding since all projects are drawn from a conforming plan.

Favorable recommendation was received from the PCC/RTC.

The RCC recommends that the Board support the technical corrections contained in TIP Amendment 9818; however, the RCC continues to oppose those projects contained in this amendment that it has historically gone on record as opposing in the past.

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

MOTION by Mr. Griffith, seconded by Ms. Thomas; that the Board approve TIP Amendment 9818, NJDOT's request to amend the FY 1998-2002 TIP for New Jersey to

include changes and revisions as contained in the NJDOT submittal "FY 1998-2002 STIP Technical Correction" subject to any changes required by the counties.

3. FY 1999 Planning Work Program Amendments

John J. Coscia, Executive Director, briefed the Board on two FY 1999 Planning Work Program Amendments as follows:

a. Year 2025 Transportation and Land Use Plan

This amendment will add a project to develop the Year 2025 Transportation and Land Use Plan. Since adoption of the Plan in 1995, DVRPC and member governments have worked to implement its recommendations through detailed corridor studies, through greenway and land use planning projects, and through collaboration and coordination of county, local and state plans.

b. Transportation Enhancement (TE) Program Development

This amendment would add a project to the Work Program to include the Pennsylvania Transportation Enhancements program. This program is a competitive federally supported grant program to fund projects which strengthen the cultural, aesthetic, and environmental aspects of the State's intermodal transportation system. Candidate projects are selected and prioritized by the Metropolitan Planning Organization and then forwarded to the Enhancements Advisory Committee which recommends to PennDOT a statewide program of projects which is consistent with regional priorities.

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

MOTION by Mr. King, seconded by Mr. Carson that the Board amend the FY1 999 Work Program to include: (1) the Year 2025 Transportation and Land Use Plan and authorize the Executive Director to seek additional funding as required, and (2) the Transportation Enhancement Program Development Program.

4. Draft Fiscal Year 2000 DVRPC Plannina Work Program

Mr. Coscia requested Board authorization to distribute for review and comment the Draft Fiscal Year 2000 Planning Work Program (PWP) consisting of: (1) DVRPC's Regular Work Program, (2)

Supportive Regional Highway Planning Program (SRHPP) and (3) Transit Support Program (TSP). The DVRPC portion of the program was based on guidance provided by the Board's Planning Work Program Committee.

After favorable recommendation by the Board Work Program Committee and the DVRPC staff the Board unanimously adopted the following **motion**:

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MOTION by Ms. Carson, seconded by Mr. Beetle; that the Board authorize distribution of the Draft Fiscal Year 2000 Planning Work Program for review and comment.

5. Job Access and Reverse Commute Competitive Grant Program - Regional Plan Acceptance, Applicant Selection and Programming Commitment

Richard Bickel, DVRPC staff, explained that the Transportation Equity Act for the 21st 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 new 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 \$75 million is available, nationwide, for this program in FY 1999. A 50% non-Department of Transportation funds match is required.

In regions over 200,000 population, Metropolitan Planning Organizations (MPO's) are charged with selecting project applicants, and committing to add projects and funding to the regional Transportation Improvement Program (TIP) if grants are approved. Comparison of proposed projects with a Regional Job Access and Reverse Commute Transportation Plan (Plan) is required. Average grants for larger regions are expected to average \$1 million.

Following publication of Program Guidance by the FTA on October 29, DVRPC mailed information about the new program to more than 400 organizations and individuals in Pennsylvania and New Jersey and a public notice was placed in the *Philadelphia Inquirer*. A coordination and information meeting was held at DVRPC on November 13, attended by more than 70 people, with presentations by representatives of the FTA, New Jersey DOT and DVRPC on program intent and application procedures. Initial applications are due to the FTA by December 31.

Discussion ensued on the importance of the Job Access program and it was suggested that a meeting of the Board Policy Analysis Committee be scheduled before December 31 to review and prioritize the proposals submitted by the applicants. It was agreed and the Policy Committee meeting was scheduled for December 22, 1998. The Board authorized the Committee to prioritize the list of applicants for submission to FTA by December 31, 1998.

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

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MOTION by Ms. Goren, seconded by Mr. Carson that the Board adopt Resolution No. B-FY99-006 to: (1) accept the initial regional plan, (2) select the list of applicants seeking project funding through this new grant program as consistent with the regional Plan, (3) commit to amend the regional TIP as such time as the FTA approves any or all of the proposed projects for funding, and (4) further refine and enhance the plan through DVRPC's on-going Work Program activities. The Board also authorized the Policy Analysis Committee to prioritize the list of applicants for submission to FTA by December 31, 1998.

6. Pennsylvania 21st Century Environment Commission

Barry Seymour, DVRPC staff, briefed the Board and explained that the Pennsylvania 21st Century Environment Commission was established by Governor Ridge in July 1997 and charged to recommend methods and policies to improve the environmental quality of the Commonwealth, while allowing for enhanced economic and social progress. A 40 member Commission was established and a final report was prepared and submitted to the Governor on September 15, 1998.

The Commission's report contains a series of recommendations to promote responsible land use, conserve natural resources for sustainable use, protect human health, educate the public, and change the framework for environmental management. The DVRPC Board Policy Analysis Committee met on November 18, 1998 and recommends that the Board authorize the Executive Director to send a letter to Governor Ridge in support of the work of the Pennsylvania 21st Century Commission.

Arthur Loeben, Montgomery County, requested some revisions to the letter; as follows: (1) in the second paragraph, the third sentence be a new paragraph, (2) in the third paragraph, second sentence, that the wording "additional tools" be changed to "revisions", and (3) the third paragraph, last sentence, the words "and action" be added to the end of the sentence.

The RCC endorsed the correspondence but also recommended that several wording changes take place; i.e., in paragraph three, change "build better communities" to "build more sustainable communities"; recommend that the governor make this issue part of an ongoing dialogue with the

public through his leadership; and urge the Governor to introduce the legislation that is needed to implement the 21st Century Environment Commission's recommendations.

After discussion the Board agreed to incorporate the recommended revisions to the letter as stated by Mr. Loeben and the RCC.

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

MOTION by Mr. Loeben, seconded by Mr. Pickeft; that the Board authorize the Executive Director to send letter to Governor Ridge in support of the work of the Pennsylvania 21st Century Environment Commission with revisions as recommended by the Board and the RCC.

7. Approval of Board Meeting Schedule for Calendar Year 1999

On a **motion** by Mr. Carson, seconded by Ms. Goren the Board unanimously approved the meeting schedule for Calendar Year 1999 (copy attached) and authorized the staff to advertise the schedule in accordance the the provisions of the Commission bylaws as follows:

January 21, 1999	June 24, 1999
February 25, 1999	July 22, 1999
March 25, 1999	September 23, 1999
April 22, 1999	October 28, 1999
May 27, 1999	December 3, 1999 (combined with Board Retreat, time and location to be determined).

8. Regional Citizens Committee (RCC) Report

Dennis Winters, RCC Chairman, reported that he had no additional comments from the RCC meetings of November 10, and December 3, 1998. He did note, however, that the special meeting held on December 3, 1998 to review additional Board agenda items which occurred after their regular meeting was very well attended. He believes this high attendance demonstrates the RCC members' commitment to the committee and the region.

9. Executive Director's Report

Mr. Coscia reported on the following: (a) Intelligent Transportation Systems (ITS) Council Meeting, November 13, 1998, and (b) the New Jersey State Transportation Conference (TransAction) to be held on April 20-22 at the Tropicana Hotel and Casino in Atlantic City, NJ.

10. **Committee Reports**

The items in the following committee reports were previously reported under the appropriate agenda items: (1) FY 2000 Planning Work Program Committee,

- (2) PCC/RTC, (3) RCC and, (4) Board Policy Analysis Committee.

Mr. Loeben requested that DVRPC provide an update on CMAQ funding. Mr. Coscia explained that a committee will be formed in the Spring which will oversee the applications for CMAQ funds in Pennsylvania. This committee, along with the RTC will report to the Board on how these funds should be spent. Committee membership and guiding principles will be reported to the Board in January.

There being no further business, the meeting was adjourned at 10:45 a.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for December 4, 1998
- (2) RTC Recommendations to the Board for December 4, 1998
- (3) Resolution No. B-FY99-006
- (4) Revised letter to Governor Ridge in support of the work of the Pennsylvania 21 st Century Environment Commission
- (5) Calendar Year 1999 Board and Executive Committee Meeting Schedule

Additional Documents Distributed to the Board:

- (1) Aiert, November 1998
- (2) *Freight Lines*, November/December 1998
- (3) *TravelSmart*, November 24, 1998

**PLANNING COORDINATING COMMITTEE/
REGIONAL TRANSPORTATION COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR
DECEMBER 4,1998**

**BOARD
AGENDA ITEM**

**2. Pennsylvania TIP Amendments and Modifications and New Jersey TIP
Amendment**

a. TIP Amendment 9752

The RTC/PCC Recommend:

That the Board approve TIP Amendment 9752, PennDOT's request to amend the FY 1997-2000 TIP to add the preliminary engineering phase of the 1-95 Reconstruction project from Shackamaxon St. to Ann St. to FY 99 for \$5.5 million (\$4.4 million federal, \$1.1 million state).

b. TIP Modification 9753

The RTC/PCC Recommend:

That the Board approve TIP Modification 9753, PennDOT's request to modify the FY 1997-2000 TIP to: (1) add the final design phase of the PA 309, PA Turnpike Interchange Reconstruction project (TIP #8599) to FY 1999 at a total cost of \$12 million (\$9.6 million federal, \$2.4 million state), and (2) reduce the region-wide set-aside for "Betterment Projects" (TIP#0515) by a corresponding amount.

c. TIP Modification 9754

The RTC/PCC Recommend:

That the Board approve TIP Modification 9754, PennDOT's request to modify the FY 1997-2000 TIP by: (1) adding the right-of-way phase of the PA 1 1 3/PA 401 Intersection Improvement project (TIP#6722) to FY 1999 at a total cost of \$275,000 (\$220,000 federal, 55,000 state) and (2) reducing the amount programmed in FY 99 for the construction phase of the US 322/US Business 322 Intersection Improvement project (TIP# 6732) by an equal amount.

(over)

d. TIP Amendment 9755

The RTC/PCC Recommend:

That the Board approve TIP Amendment 9755, PennDOT's request to add language to the description of the Harrisburg Rail Line Improvements project (TIP #PA01) as follows:

"and infrastructure improvements along the line from Harrisburg to Philadelphia."

e. TIP Amendment 9818

The RTC/PCC Recommend:

That the Board approve TIP Amendment 9818, NJ DOT's request to amend the FY 1998-2002 TIP for New Jersey to include changes and revisions as contained in the NJ DOT submittal "FY 1998-2002 STIP Technical Correction" subject to any changes required by the counties.

3. DVRPC FY 1999 Planning Work Program Amendments

The PCC/RTC Recommend:

That the Board approve two amendments to the DVRPC FY 1999 Planning Work Program as follows:

- a. Year 2025 Transportation and Land Use Plan, a two year project to update the Direction 2020 plan, including a new set of projects and a revised financial plan; and
- b. Transportation Enhancement (TE) Program Development, to transfer existing Program funds

into this project to provide resources for the review and prioritization of candidate projects.

In Other Business:

- 1 . The RTC approved the Calendar of Meetings for 1999.
2. The RTC endorsed NJDOT's design for improvements to the intersection of NJ Route 70 and Evesboro - Medford Roads.

DVRPC REGIONAL CITIZENS COMMITTEE

RECOMMENDATIONS TO THE BOARD FOR DECEMBER 4, 1998

**BOARD
AGENDA ITEM**

**2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS
AND MODIFICATIONS**

The RCC recommends:

- a. TIP Amendment 9752 (City of Philadelphia) That the Board approve TIP Amendment 9752.
- b. TIP Modification 9753 (Montgomery County) That the Board approve TIP Modification 9753.
- c. TIP Modification 9754 (Chester County)
That the Board approve TIP Modification 9754.
- d. TIP Amendment 9755 (PennDOT)
The RCC did not receive this amendment.
- e. TIP Amendment **9818** (NJDOT)

That the RCC defer action until the committee has received more information regarding these amendments; the RCC also asks that the Board defer action on TIP Amendment 9818 until its January meeting to allow for proper committee review of this matter. The RCC feels that it should move with the same speed with which New Jersey is addressing its conformity freeze issue. **

At the discretion of the RCC Chair, an additional committee meeting has been scheduled for December 3, 1998 to hear a presentation on TIP Amendment 9818 and to reconsider a vote on this issue.

**DVRPC REGIONAL CITIZENS COMMITTEE
ADDITIONAL
RECOMMENDATIONS TO THE BOARD FOR DECEMBER 4, 1998**

**BOARD
AGENDA ITEM**

**2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS
AND MODIFICATIONS**

The RCC recommends:

d. TIP Amendment 9755 (PennDOT)

That the Board approve TIP Amendment 9755 as long as this project in no way impairs or removes the catenary that is currently in place; in addition, the RCC asks that PennDOT look into the availability of dual-mode equipment, as currently on order by the Long Island Railway.

e. TIP Amendment **9818** (NJDOT)

That the Board support the technical corrections contained in TIP Amendment 9818; however, the RCC continues to oppose those projects contained in this amendment that it has historically gone on record as opposing in the past.

6. PENNSYLVANIA 21ST CENTURY ENVIRONMENT COMMISSION

The RCC endorses the correspondence drafted by DVRPC to Governor Tom Ridge

but recommends that several wording changes take place; i.e., in paragraph three, change "build better communities" to "build more sustainable communities"; recommend that the Governor make this issue part of an ongoing dialogue with the public through his leadership; and urge the Governor to introduce the legislation that is needed to implement the 21st Century Environment Commission's recommendations.

B-FY99-006

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Job Access and Reverse Commute Competitive Grant Program

Whereas, the Delaware Valley Regional Planning Commission (DVRPC) is the designated Metropolitan Planning Organization (MPO) for the bi-state, Philadelphia-Camden-Trenton region; and

Whereas, the Federal Transit Administration (FTA) is responsible for administering a new grant program included in the Transportation Equity Act for the 21st Century (TEA-21), entitled "The Job Access and Reverse Commute Competitive Grant Program (Program);" and

Whereas, the Program guidance requires MPO's in regions of 200,000 or more population to- (1) Select qualifying applicants for the Program; (2) Commit to amend the regional Transportation Improvement Program (TIP) at such time as Program funding may become available to implement proposed projects; and (3) Prepare and maintain a Regional Job Access and Reverse Commute Transportation Plan (the Plan) from which to evaluate the consistency of projects seeking Program funding; and

Whereas, in fulfillment of these requirements, DVRPC has advertised the availability of the new Program to the public, held a coordination and information meeting and responded to questions from individuals and organizations-, and

Whereas, DVRPC has prepared previous Work Program projects on Access to Jobs and Reverse Commuting, including a Regional Strategy, which will be incorporated into the initial Plan; and

Whereas, the attached list of Letters of Intent has been received and evaluated for consistency with the Regional Strategy and the Program guidance; and

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Now Therefore Be It Resolved: (1) The Board accepts the initial Regional Job Access and Reverse Commute Transportation Plan as the basis for the consistency evaluation of the proposed project applications, (2) The DVRPC Board hereby selects the attached list of applicants seeking project funding through this new grant program as consistent with the regional Plan; (3) The DVRPC Board commits to amend the regional TIP at such time as the FTA approves any or all of the proposed projects for funding; and (4) It is understood that the initial regional Plan will be further refined and enhanced through DVRPC's on-going Work Program activities.

Adopted this 4th day of December by the
Board of the Delaware Valley Regional
Planning Commission.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Delaware Valley Regional Planning Commission.

Jean L. McKinney, Recording Secretary

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DELAWARE VALLEY
REGIONAL PLANNING COMMISSION

The Bourse Building, Ill South Independence Mall East
Philadelphia, PA 19106-2515

December 22, 1998

Honorable Tom Ridge, Governor
Commonwealth of Pennsylvania
225 Main Capitol
Harrisburg, PA 17120

Dear Governor Ridge:

I am writing on behalf of the Delaware Valley Regional Planning Commission (DVRPC) to voice support for the work and the final report of the Pennsylvania 21st Century Environmental Commission. DVRPC is the Metropolitan Planning Organization for the Philadelphia region, representing the City of Philadelphia and Bucks, Chester, Delaware and Montgomery counties.

Southeastern Pennsylvania has undergone a dramatic transformation since 1970 with over 150,000 acres of land developed, an area almost twice the size as the City of Philadelphia. In recommending the need to promote responsible land use and provide the tools for effective planning, the Commission has identified an issue that will resonate with the citizens of this region.

In just the past few years, Montgomery, Bucks and Chester counties have each approved programs to allocate hundreds of millions of dollars to preserve open space and guide growth. Chester County's *Landscapes* plan, cited in the Commission's report, and DVRPC's own *Directions 2020* plan provide a framework and guidance for communities seeking to change

their current of development. The County Commissioners Association report *Working Together to Bugd S@abk Conununkies* offers a statewide view, but each of these reports identifies the need for leadership and additional enabling authority from the state.

There is a unique opportunity now in Pennsylvania to provide the leadership, vision, and legislative and administrative revisions needed to help communities develop and redevelop in an efficient, competitive and sustainable manner. The counties, cities, townships and boroughs of this region will welcome the financial incentives, technical assistance and additional enabling authority identified within the Commission's report. We stand ready to work with the Commonwealth as partners, and urge you to support the Commission's work with specific new initiatives and actions such as a specific proposal for possible legislative changes to the Municipalities Planning Code. A signal or show of support for the Commission's work early in the new year would be greatly appreciated and would build momentum for a continuing public dialogue on these issues.

If I can provide any additional information or assistance on any issue in the interim, please do not hesitate to let me know. Wishing you all the best in the new year and your new term.

Sincerely@

Tdephone: (215) 592-1800

Fax: (215) 592-9125

Colin A. Hanna, Chairman
Delaware Valley Regional Planning Commission
Commissioner, Chester County

cc. Edward G. Rendell, Mayor, City of Philadelphia
Charles H. Martin, Chairman, Bucks County Commissioners
John J. McFadden, Delaware County Councilman
Mario Mele, Chairman, Montgomery County Commissioners
Bradley L. Mallory, Secretary, Pennsylvania Department of Transportation
James M. Seif, Secretary, Pennsylvania Department of Environmental Protection
Samuel A. McCullough, Secretary, Pennsylvania Department of Community and Economic
Development
Charles Bohnenberger, Director, Governor's Southeast Regional Office
John J. Coscia, Executive Director, Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

CALENDAR YEAR 1999

BOARD AND EXECUTIVE COMMITTEE MEETINGS

APPROVED SCHEDULE

Board to meet at 10:30 a.m., Executive Committee immediately following. Meetings held at DVRPC unless otherwise noted.

January 21, 1999

February 25, 1999

March 25, 1999

April 22, 1999

May 27, 1999

June 24, 1999

July 22, 1999

September 23, 1999

October 28, 1999

December 3, 1999 (Combined with Board Retreat,

time and location to be determined)

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of December 4, 1998

Location: The Forrestal at Princeton Hotel & Conference Center 100 College Road East
Princeton, NJ 08540

Membership Present	Representative
New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	Ronald K. Bednar
Pennsylvania Department of Transportation	Larry M. King
Pennsylvania Counties	Colin A. Hanna
New Jersey Counties	Carol Ann Thomas
City of Philadelphia	Denise L. Goren
City of Camden	(not represented)
DVRPC Counsel	
Pennsylvania Co-Counsel	Kenneth Zielonis
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: John J. Coscia, John B. Claffey, William Greene, Barry Seymour, Charles Dougherty, Thabet Zakaria, Michael Ontko, Richard Bickel, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jack Leftiere
Jerry Mooney
Al Prant
James Lewis

New Jersey Governor's Authorities Unit

Cynthia E. Covie
Christine Leone-Zwillinger

Montgomery County Planning Commission

Kenneth Hughes

City of Philadelphia

Larry Wilson

New Jersey Department of Environmental
Protection

R. Bruce Benton

Pennsylvania Department of Environmental
Protection

John Kennedy

Delaware River Basin Commission

Carol Collier

Delaware County Transportation Management
Association

Jill Welch

Greater Valley Forge Transportation Management
Association

Peter Quinn

Call to Order

Chairman Colin A. Hanna called the meeting to order at 10:45 a.m.

1. **Minutes of Meeting of October 22, 1998**

On a **Motion** by Ms. Goren, seconded by Mr. Beetle; the minutes of October 22, 1998 were approved as distributed.

2. Selection of Consultants

Mr. Coscia briefed the Board on the following items for the selection of consultants.

a. Quakertown-Stony Creek Rail Restoration Study (Bucks and Montgomery Counties)

The Bucks County Planning Commission, along with the Montgomery County Planning Commission and the Southeastern Pennsylvania Transportation Authority (SEPTA) are studying the feasibility of restoring rail service from Lansdale to the Quakertown area. In addition, the feasibility of utilizing the Stony Creek branch to service the Norristown and Lansdale areas will also be investigated.

The total consultant cost is \$125,075 from the FY 1999 and FY 2000 Transit Support Programs.

The Consultant Selection Committee recommends Parsons, Brinckerhoff, Quade and Douglas, Inc.

After favorable recommendation by Staff, the Executive Committee unanimously adopted the following **motion**:

MOTION by Mr. Goren, seconded by Mr. King that the Executive Committee authorize the Executive Director to enter into, negotiate, and execute a contract with the Parsons, Brinckerhoff, Quade and Douglas, Inc. for the Quakertown-Stony Creek Rail Restoration Study.

b. Delaware River Walkway Study (City of Trenton)

The City of Trenton adopted an Open Space Plan in 1994 which listed as one of its objectives, the creation of a riverwalk along the entire stretch of the Delaware River in the City of Trenton. In 1996, the Mercer County Department of Planning's consultant also recommended the establishment of a riverwalk to open up the recreational opportunities in this area. A window of opportunity exists to build this riverwalk as the New Jersey Department of Transportation is in the process of designing modifications to the section of Rt. 29 that involves the Delaware River waterfront. For the riverwalk to happen, it is critical to tie its design and construction in with the Rt. 29 upgrade.

The total consultant cost is \$125,000 from the FY 1998 and FY 1999 Supportive Regional Highway Planning Programs.

The City of Trenton recommends selecting Wallace, Roberts and Todd.

After favorable recommendation by the Consultant Selection Committee and staff, the Executive Committee unanimously adopted the following **motion**:

MOTION by Ms. Thomas, seconded by Ms. Paul that the Executive Committee authorize the Executive Director to enter into, negotiate, and execute a contract with Wallace, Roberts and Todd for the city of Trenton Delaware River Walkway Study.

c. Reconstruction of South Pemberton Road (CR 530) (Southampton and Pemberton Townships, Burlington County)

In order for Burlington County to advance the reconstruction of South Pemberton Road a project report, preliminary engineering, and related environmental documents must be prepared. Completion of these reports are required prior to including the project in DVRPC's and the NJDOT's TIP.

The estimated consultant cost is \$160,000 in Federal Highway Administration funds under the NJDOT "scoping" program.

The Consultant Selection Committee is in the final stages of the consultant selection process and will recommend a consultant to perform this work.

The Executive Committee adopted the following **motion**:

MOTION by Ms. Thomas, seconded by Ms. Goren that the Board authorize the Executive Director to enter into, negotiate, and execute a contract with the consultant recommended by the Consultant Selection Committee for the reconstruction of South Pemberton Road.

3. **Contract Authorization: Greenway Planning along the Rancocas Creek Main Branches and Barton's Run Tributary**

DVRPC has been conducting local Greenway plans as a way to implement the open space element of DIRECTION 2020. The *Rancocas Creek Implementation Plan for the Main Stem* was completed in December of 1996, and mapping of the North, South and Southwest Branches (the Main Branches) to the Pinelands Border was completed in the summer of 1996 through a grant from the NJ Local Coastal Planning Grant Program. The Rancocas Conservancy recently received a grant from the William Penn Foundation to utilize the previously completed maps and continue the Greenway planning effort along the Main Branches of the Rancocas. In addition, three municipalities which were not originally covered in the Main Branches mapping

project - Medford Township, Evesham Township and Voorhees Township - have each committed funds to be added to the Greenway map and be included in the Greenway planning effort. The Rancocas Conservancy will provide \$17,500 for the planning to be matched with \$17,500 by

DVRPC, and the three municipalities will provide \$1,000 each for catch-up mapping to be matched by \$3,000 from DVRPC. DVRPC would provide a total of \$20,500 from the Greenways and Open Space Planning project in the FY1 999 Work Program.

After discussion, the Executive Committee unanimously adopted the following **motion**:

MOTION by Ms. Paul, seconded by Mr. Carson; that the Executive Committee authorize the Executive Director to enter into, negotiate, and execute a contract with Medford, Evesham and Voorhees Townships to create detailed Greenway maps along Barton's Run, and with the Rancocas Conservancy to develop a Greenway plan for the Rancocas main Branches and Barton's Run Tributary.

4. Approval of Executive Committee meeting' Schedule for Calendar year 1999

On a **motion** by Ms. Goren, seconded by Mr. Carson, the Executive Committee unanimously approved the meeting schedule for Calendar Year 1999. In Calendar Year 1999, the Executive Committee will meet immediately after the Board meeting on the following dates:

January 21, 1999	June 24, 1999
February 25, 1999	July 22, 1999
March 25 1999	September 23, 1999
April 22, 1999	October 28, 1999
May 27, 1999	December 3, 1999 (Combined with Board Retreat, time and location to be determined).

New Business

Mr. Coscia pointed out the copy of the draft Pennsylvania TIP (distributed to the Board) and requested that they review the document for approval at the January Board meeting.

There being no further business, the meeting was adjourned at 10:50 a.m.