

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 1, 2000

Location: Philadelphia Marriott Hotel
1201 Market Street
Philadelphia, PA

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

James Lewis

Governor of New Jersey's Appointee

(not represented)

Governor of Pennsylvania's Appointee

(not represented)

Pennsylvania Governor's Policy Office

Charles Bohnenberger

Pennsylvania Department of Transportation

Larry M. King

Bucks County

Charles H. Martin

Chester County

Colin A. Hanna
Charles Coyne

Delaware County

John E. Pickett

Montgomery County

Arthur F. Loeben

Burlington County

Ridgeley P. Ware
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	(not represented)
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	Keith Lynch Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	Michael Szupper
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of State Planning	David Hojsak
Federal Transit Administration, Region III	Susan E. Schruth John Garrity
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Matt Ledger
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Anisah Abiola
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	Ronald K. Bednar

Regional Citizens Committee Chairman

Sue McNamara

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

(not represented)
Thomas Coleman

DVRPC Staff: John Claffey, Barry Seymour, William Greene, Donald Shanis, Charles Dougherty, Thabet Zakaria, Michael Ontko, Richard Bickel, Thomas McGovern, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Thomas TenEyck
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney
Al Prant

Montgomery County Planning Commission

Kenneth Hughes
Leo Bagley

Bucks County Planning Department

Lynn Bush

Southeastern Pennsylvania Transportation Authority

Richard Burnfield

Cross County Connection TMA

William Ragozine

Delaware Valley Forge Transportation
Management Association

Peter Quinn

Urban Engineers

Denise Goren

Eddie R. Battle Associates, Inc.

Eddie R. Battle

Delaware Valley Railroad Passengers Association

Donald Nigro

Philadelphia Inquirer

Jere Downs

Call to Order

Vice Chairman Ridgeley P. Ware called the meeting to order at 2:00 p.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 26, 2000

On a **motion** by Mr. Hanna, seconded by Mr. Griffith, the minutes of the meeting of October 26, 2000 were approved as distributed.

2. DVRPC Transportation Improvement Program (TIP) Actions

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

Pennsylvania Section of the TIP

- a. Action PA0103 - On-Road Bicycle Mobility Improvements
(Chester, Delaware, and Montgomery Counties)

This TIP includes an On-Road Bicycle Mobility Improvements line item programmed with \$4.760 million (\$3.808 CMAQ, \$952,000 local match.) Its purpose is to fund on-road bicycle projects in the four suburban counties (a separate project covers Philadelphia.)

DVRPC, on behalf of PennDOT and Chester, Delaware, and Montgomery Counties, is proposing to amend the TIP by adding the following three projects totaling \$1.263 million, using the state's toll road credit to satisfy the local match requirement.

- (1) Old Baltimore Pike Bikeway, Chester County (\$450,000)
- (2) Bicyclists Baltimore Pike, Delaware County (\$250,000)
- (3) Susquehanna Rd. Bikeway Improvements, Montgomery County (\$562,000)

Financial constraint will be maintained by reducing the amount programmed in the On-Road Bicycle Mobility Improvements line item by an equal amount.

The TIP's conformity finding will not be impacted since these projects are exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) to approve TIP Action PA 0103.

The Regional Citizens Committee (RCC) recommended that the Board approve TIP Action PA0103, however, the RCC asks that lighting for increased bicycle commuter safety be considered, especially for Susquehanna Road, a road traveled by many bicycle dependent, low-income workers.

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

MOTION by Mr. Hanna, seconded by Mr. King; that the Board approve TIP Action PA0103, DVRPC's request to add the following three bicycle projects to the TIP: (1) Old Baltimore Pike Bikeway in Chester County, (2) Bicyclists Baltimore Pike in Delaware County, and (3) Susquehanna Road Bikeway Improvements in Montgomery County, drawing the funds from the On-Road Bicycle Mobility Improvements line item (TIP #0565). DVRPC staff will manage these projects for PennDOT so the Work Program is amended concurrently.

b. Amendment PA0104 - Adjustment Package (PennDOT)

PennDOT has requested that DVRPC amend and/or modify the TIP to reflect changes to six existing or former TIP projects. The changes involve either (1) adding a phase of work back on the TIP that didn't get obligated during FY2000 as expected, (2) cost increases, or (3) the addition of an unanticipated phase of work. The adjustments include:

- (1) New Falls Rd. Bridge Rehabilitation, Bucks County (old TIP #5685)
Add the construction phase back to the TIP at a total cost of \$2.3 million.
- (2) Sanatoga Rd. Bridge Replacement, Montgomery County (old TIP #8721)
Add the construction phase back to the TIP at a total cost of \$395,000.
- (3) US 30/Lancaster Pike Reconstruction (TIP #6803)
Increase the amount programmed for the construction phase from \$4.4 million to \$9.5 million.

- (4) PA 291, Industrial Highway Widening, Delaware County, (TIP #7051)
Add a utility relocation phase at total cost of \$2.1 million.
- (5) Phoenixville Pike Bridge Replacement, Chester County (old TIP #6735)
Add the construction phase back to the TIP at a total cost of \$1.260 million.
- (6) I-76 Intelligent Transportation System, Montgomery County (TIP #8795)
Add the preliminary engineering phase back to the TIP at a total cost of \$300,000.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. (Fiscal constraint charts showing all of the adjustments taking place were distributed to the Board.)

The TIP's conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the PCC/RTC and the RCC for the Board to approve TIP Action PA0104.

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

MOTION by Mr. Pickett, seconded by Mr. Wilson; that the Board approve TIP Action PA0104, PennDOT's request to make the following six adjustments to the TIP, including: adding the construction phase of the New Falls Road Bridge Rehabilitation project; adding the construction phase of the Sanatoga Road Bridge Replacement project; increasing the cost of the construction phase of the US 30/Lancaster Pike Reconstruction project; adding a utility relocation phase to the PA 291, Industrial Highway project; adding the construction phase of the Phoenixville Pike Bridge project; and adding the preliminary engineering phase of the I-76 ITS project.

c. TIP Action PA0106 - Exton Bypass Right-of-Way Settlement

PennDOT has requested that DVRPC amend the TIP by adding the right-of-way phase of the Exton Bypass project (Chester County) for a total of \$11.5 million (\$9.2 million federal, \$2.3 million state.) Although this project has already been constructed, an outstanding right-of-way claim involving the condemnation of property associated with a stone quarry was recently settled in court and must be paid by December 29, 2000. The taking involved 32.7 acres. If the claim is not paid by this date, it will revert back into negotiation, likely resulting in a settlement three or four times greater.

Financial constraint will be maintained by using the funds programmed for the FY2001 construction phase of the I-95, Bleigh Ave. to Academy Rd. project (TIP #0511B.) The current schedule indicates that this project will not be ready to advance to construction in this fiscal year.

The TIP's conformity finding will not be impacted by this amendment.

After favorable recommendation was received from the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Hanna, seconded by Mr. King; that the Board approve TIP Action PA0106 PennDOT's request to amend the TIP by adding the right-of-way phase of the Exton Bypass project for a total of \$11.5 million (\$9.2 million federal, \$2.3 million state.)

3. DVRPC Year 2020 Long-Range Plan Amendment: Locally Preferred Alternative for the Schuylkill Valley Metro

Christopher Patton, SEPTA's Director of Capital and Long-Range Planning, presented the highlights of the locally preferred alternative for the Schuylkill Valley Metro (SVM), *MetroRail*.

Mr. Patton explained that SEPTA and BARTA's Boards of Directors had selected *MetroRail* as the locally preferred alternative for the SVM. The SVM will run 62 miles from Philadelphia to Wyomissing along the Route 422 and Schuylkill Expressway corridors, servicing a population area of 2.1 million and an employment area of 1.2 million. There is large demand for congestion relief and for rejuvenation of a number of older communities. Mr. Patton stressed that the service will be easy and accessible for various individuals and will have a major influence on how the corridor will or will not grow. Growth and revitalization would be encouraged in the urbanized areas such as Conshohocken, Norristown, Phoenixville, Royersford, Pottstown and Reading. The *MetroRail* would have stops in Phoenixville, Pottstown, King of Prussia and other suburbs northwest of the city. He stated that *MetroRail* can share track with regional rail, freight and Amtrak and complies with Federal Railroad regulations. Mr. Patton also reviewed capital and operating costs.

Discussion ensued and Lawrence Wilson, City of Philadelphia, expressed that the City is aware of the value of this project and that the City is anxious to be a

regional partner in all matters and regional endeavors with DVRPC. However, Mr. Wilson stated that the *MetroRail* project does not address a light rail component from Center City to 52nd street. The spur would support visiting the Art Museum and other cultural attractions while giving West Philadelphia a boost in redevelopment. Mr. Wilson stated that the City is not in favor of the *MetroRail* project at this time.

Colin Hanna, Chester County, stated that he believes the *MetroRail* project has a very positive effect on the entire region and the City of Philadelphia. Mr. Hanna suggested to extend an “olive branch” to the city of a future vote on the city’s proposed rail spur. Mr. Hanna encouraged support for the *MetroRail* at this time.

Mr. Wilson added that, the city administration is embarking on a redevelopment program at this time the rail spur would be an enhancement to that program if it were to be considered at this time.

Charles Martin, Bucks County, stated that Bucks County will support the *MetroRail*, however, there are continuing concerns on the cost of the project and its potential impact on other important regional projects.

Donald Nigro, Delaware Valley Association of Rail Passengers, stated that he believes SEPTA misused transit-projection models provided by DVRPC and asked DVRPC to examine the latitude which he believes SEPTA has taken from these projections.

Vice Chairman Ware responded to Mr. Nigro that since the letter with Nigro’s allegations was only received the day before the Board meeting, DVRPC had not examined the contents. Mr. Claffey added that the matter will be directed to SEPTA and their consultants.

Arthur Loeben, Montgomery County, reminded the Board that the DVRPC Resolution for adoption states “NOW, THEREFORE, BE IT RESOLVED, that the *Year 2020 Land Use and Transportation plan for the Delaware Valley Region* is amended to include the locally-preferred alternative for the Schuylkill Valley Metro of *MetroRail* for the Schuylkill Valley Corridor. Mr. Loeben believes that this statement in the Resolution adequately protects the City’s concerns and that it does not approve a specific design but an alternative.

Mr. Wilson stated that the City is amenable to further discussions, however, will not vote in favor of the *MetroRail* at this time.

Mr. Claffey pointed out that the public hearings and testimony held last summer

were based upon the locally-preferred alternative described by SEPTA, therefore, if the 52nd Street spur were to be included, additional public comment would be needed.

Favorable recommendation was received from the PCC/RTC to amend the DIRECTION 2020 Land use and Transportation Plan to include the *MetroRail*.

The RCC recommended that the Board enthusiastically endorse the concept of providing rail passenger service over the full distance between Center-City Philadelphia and Center-City Reading and vicinity. However, the RCC also recommends providing rail service to this corridor much earlier than the projected seven-year completion date; namely, within one year. In addition, rail service from Philadelphia to Quakertown and Allentown/Bethlehem (the former Reading Railroad route) should be added to the Long-Range plan, in light of the addition of rail service in the Philadelphia - Reading corridor.

The following **motion** was made:

MOTION by Mr. Hanna, seconded by Mr. Loeben, that the Board amend the DIRECTION 2020 Long Range Land use and Transportation Plan to include the locally preferred alternative of *MetroRail* and confirms the finding of conformity, consistent with the federal conformity rule, with the State Implementation Plans of Pennsylvania and New Jersey by passing Resolution No. B-FY01-004 (copy attached).

Motion carried with the City of Philadelphia opposed.

4. Proposed Amendment to the Tri-County Water Quality Management Plan

Michael Ontko, DVRPC staff, explained that an amendment to the Tri-County Water Quality Management Plan entitled Lenape Regional High School, has been requested. This amendment would add a wastewater treatment facility and a sewer service area for a proposed regional high school in Tabernacle Township, Burlington County. The proposed school will be located on a 204 acre site and occupy a 104 acre area.

Mr. Ontko stated that the Tri-County Water Quality Management Board is recommending approval of this amendment.

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

MOTION by Mr. Griffith, seconded by Mr. Romick that the Board adopt Resolution B-FY01-005 (copy attached) entitled: Lenape Regional High School District, Tabernacle Township, Burlington County.

5. DVRPC Draft Fiscal Year 2002 Planning Work Program

Barry Seymour, DVRPC staff, briefed the Board on the Draft Work Program (distributed to the Board). He explained that the Work Program includes the Regular Work Program, the new initiatives identified by member governments at the Board Workshop in September, the Supportive Regional Highway Planning Program (SRHPP), and the Transit Support Program (TSP). The DVRPC portion of the program was based on guidance provided by the Board's Planning Work Program Committee.

The program as a whole is \$14.7 million which includes over \$7 million in other program funds, specific contracts or grants outside of the regular funding stream. Mr. Seymour also noted that of the total over \$4 million is passed through directly to the member governments through the Supportive Highway and the Transit Support Programs.

Mr. Seymour referred the Board to the proposed new projects listed on the Board Work Program Committee Highlights from November 3, 2000 (distributed to the Board). Nine projects were selected as the highest priority projects to be added to the draft FY 2002 Planning Work Program. He also pointed out three additional projects which were a result of the Board Workshop held in September, 2000 to identify collective regional priorities.

It is being requested that the Board authorize distribution of the Draft DVRPC Fiscal Year 2002 Planing Work Program for review and comment.

Sue McNamara, RCC Chair, stated that the RCC recommends that the Board revise the Work Program process to provide more continuity, to give equal consideration to projects submitted by all committees and to focus the selection on projects that are regional in scope. Also, the RCC voices its support of the East Coast Greenway Project and resubmits it for inclusion in the Work Program.

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

MOTION by Mr. Loeben, seconded by Mr. Romick that the Board authorize

distribution of the DVRPC Draft Fiscal Year 2002 Planning Work Program for review and comment.

6. Committee Reports

- a. Planning Coordinating Committee/Regional Transportation Committee

Activities were reported under appropriate agenda items.

- b. Regional Housing Committee (distributed to the Board for review)

- c. Tri-County Water Quality Management Board (distributed to the Board for review)

OLD BUSINESS

No old business was stated.

NEW BUSINESS

Mr. Claffey presented an additional TIP action (TIP Action NJ0102) requested by NJDOT to change the funding source from state to federal for the Bridge Inspection, Local and Bridge Inspection, State projects, and to increase their

costs from \$700,000 to \$1.220 million and from \$1.550 million to \$2.450 million respectively. The cost increases are due to the fact that the inspection cycles are now 18 months instead of 12 months.

Financial constraint will be maintained using funds from the right-of-way phase of the Route 1/571 Corridor Traffic Improvement Project whose schedule has slipped.

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

MOTION by Mr. Romick, seconded by Mr. Lewis; that the Board approve TIP Action NJ0102, Bridge Inspection, Local and Bridge Inspection, State.

There being no further business, the meeting was adjourned at 2:45 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for December 1, 2000

- (2) RCC Recommendations to the Board for December 1, 2000
- (3) Resolution Nos. B-FY01-004 and B-FY01-005

Additional Documents distributed to the Board:

- (1) *Alert*, November 2000
- (2) *Freight Lines*, November/December 2000
- (3) *TravelSmart*, November

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of December 1, 2000

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1201 Market Street
Philadelphia, PA

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

James Lewis

Governor of New Jersey's Appointee

(not represented)

Governor of Pennsylvania's Appointee

(not represented)

Pennsylvania Governor's Policy Office

Charles Bohnenberger

Pennsylvania Department of Transportation

Larry M. King

Pennsylvania Counties

Charles Martin

New Jersey Counties

Ridgeley P. Ware
Carol Ann Thomas

City of Camden

(not represented)

City of Philadelphia

Lawrence Wilson

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Thomas TenEyck
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney
Al Prant

Bucks County Planning Department	Lynn Bush
Chester County	Colin A. Hanna Charles Coyne
Delaware County Planning Department	John E. Pickett
Montgomery County Planning Commission	Kenneth Hughes Leo Bagley
Montgomery County	Arthur F. Loeben
Camden County	J. Douglas Griffith
Gloucester County	Charles E. Romick
City of Chester	William Payne
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Eddie R. Battle Associates, Inc. Eddie R. Battle

Delaware Valley Railroad Passengers Association Donald Nigro

Philadelphia Inquirer Jere Downs

Regional Citizens Committee Chairman Sue McNamara

DVRPC Co-Counsel

Pennsylvania Co-Counsel (not represented)
New Jersey Co-Counsel Thomas Coleman

DVRPC Staff: John Claffey, Barry Seymour, William Greene, Donald Shanis, Charles Dougherty, Thabet Zakaria, Michael Ontko, Richard Bickel, Thomas McGovern, Candace Snyder, and Jean McKinney.

Call to Order

Vice Chairman Ridgeley P. Ware called the meeting to order at 2:45 p.m.

1. Minutes of Meeting of October 26, 2000

On a **motion** by Ms. Wilson, seconded by Mr. Martin the minutes of the meeting of October 26, 2000 were approved as distributed.

2. Contract Authorizations

a. **Rationalizing Suburban Route Changes in Delaware County**

John Claffey, DVRPC staff, explained that this project would assess the distribution of employment and population as it relates to suburban bus service. Delaware County is experiencing slow growth characterized by stable aggregate employment/population trends. The historic and projected distribution, however, has changed by type and location, while bus service has remained largely unchanged. The project would establish a replicable process for the evaluation of suburban bus routes and conclude with specific recommendations for bus

service reallocation in Delaware County.

A consultant selection committee comprised of representatives from the Delaware County Planning Department, the Delaware County Transportation Management Association and the Delaware Valley Regional Planning Commission was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The staff recommends approval to contract with the selected firm.

A total of \$52,000 is allocated for the above contract from available funds in the FY 2001 Pennsylvania Transit Support Program.

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

MOTION by Mr. Martin, seconded by Mr. Lewis; that the Board authorize the Executive Director to enter into, negotiate and execute a contract with Gannett Fleming to perform the pending study's scope of services.

b. Landscape Architecture/Urban Design Services

Mr. Seymour, DVRPC staff, briefed the Executive Committee and explained that DVRPC is currently engaged in several projects that would be enhanced by graphics depicting certain land use, transportation planning and urban design concepts as they pertain to the region and particular local settings. The intent of this graphical support is to help decision makers and the public better understand new concepts and ideas, including visually demonstrating implementation of recommended planning tools. For example:

- DVRPC is assisting several municipalities along the proposed Southern New Jersey Light Rail Transit Line in Burlington County to plan and implement transit-oriented development around proposed stations. Renderings of selected station areas, including possible design alternatives, would be requested.
- The public involvement process and final report for the *Horizons* Year 2025 Land Use and Transportation Plan would benefit from display boards, sketches or renderings that portray recommended growth management and innovative development controls. Several highway corridor studies are underway (such as US 202 and US 322 in Chester and Delaware counties), focusing on the concept of land use/transportation linkage, in coordination with the plans and development controls of local municipalities. Graphics showing alternative development patterns would enhance local understanding of the consequences of alternative development intensity and infrastruc-

ture investment scenarios.

A consultant selection committee comprised of DVRPC's regional planning and transportation division staff was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. Staff recommends approval of the selected consultant.

Individual work program projects will be charged the cost of the consultants effort. The contract will be for a cost not to exceed \$50,000 for the time period from the date of award through June 30, 2001. The Commission will have the option to renew the contract on a yearly basis for up to three years.

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

MOTION that the Executive Committee Authorize the Executive Director to enter into, negotiate and execute a contract with Brown and Keener to perform the pending study's scope of services.

c. Philadelphia Naval Business Center Public Transit Study

Mr. Claffey briefed the Executive Committee and explained that the City of Philadelphia , through its industrial development organization, the Philadelphia Industrial Development Corporation (PIDC), has been investing in new utilities, roadways, training programs and other improvements necessary for the development and marketing of former Navy Yard buildings and land. Firms recently attracted include heavy industry (such as Kvaerner), design firms (such as Vittetta), and back office operations. SEPTA operates selected trips of its #17 line through a small portion of the site, via Broad Street and streets to the east. This has not proven to be adequate for the needs of the firms and their employees. At least one firm is providing shuttle bus service for its employees to and from the Pattison Avenue terminal of the Broad Street Subway. This study would look into the public transit needs as they are evolving at the Naval Business Center.

A consultant selection committee comprised of representatives from the Philadelphia City Planning Commission, the Philadelphia Industrial Development Corporation and the Delaware Valley Regional Planning Commission was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The staff recommends approval to contract with the selected firm.

A total of \$25,000 is allocated for the above contract from available funds in the FY 2001 Pennsylvania Transit Support Program.

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

MOTION by Mr. Wilson; seconded by Mr. Martin that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Abrams-Cherwony Association to perform the pending study's scope of services.

OLD BUSINESS

No new business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 3:10 p.m.