

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 28, 2002

Location: Commission Officer
The Bourse Building, 8th 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

James B. Lewis

Governor of New Jersey's Appointee

Anthony T. Drollas, Jr.

Governor of Pennsylvania's Appointee

(not represented)

Pennsylvania Governor's Policy Office

Robert E. Baker, Jr.

Pennsylvania Department of Transportation

Thomas TenEyck

Bucks County

Lynn Bush

Chester County

Colin A. Hanna
William H. Fulton
Charles C. Coyne

Delaware County

John E. Pickett

Montgomery County

Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.
Carol Ann Thomas

Camden County

J. Douglas Griffith

Gloucester County

Charles E. Romick

Mercer County	Donna Lewis
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	(not represented) 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	(not represented)
Port Authority Transit Corporation	Thomas R. Hickey
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Michael Shea
Pennsylvania Department of Community and Economic Development	Ronald K. Bednar

Regional Citizens Committee Chairman

Patrick Starr

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Michael S. Burg
Steve Raymond

DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene, Donald Shanis, Thabet Zakaria, Charles Dougherty, Richard Bickel, Thomas McGovern, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Brian Cuccia
Jerry Mooney

New Jersey Governor's Authorities Unit

Deirdre Naughton

Philadelphia City Planning Commission

Gary Jastrzab

Southeastern Pennsylvania Transportation Authority

Richard Burnfield
Jerry Kane

Delaware River Joint Toll Bridge Commission

Roger Sager

Cross County Connection Transportation Management
Association

William Ragozine

Eddie R. Battle Associates, Inc.

Eddie Battle

Vollmer Associates

Wayne Falkner

Citizen, Bucks County

Karen Friedman
Chris Kennedy

Citizen, Moorestown, NJ

David Hojsak

Call to Order

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

Chairman Cureton commented that Thomas R. Hickey, Port Authority Transit Corporation (PATCO) representative to the Board, would be leaving his position as General Manager of PATCO. John J. Coscia, Executive Director, also commented on Mr. Hickey's efforts to expand the PATCO system and expand opportunities for transit oriented development. Mr. Coscia and the Board wished Mr. Hickey well in his future endeavors.

Mr. Hickey thanked the Board and commented that he will continue his efforts to develop smart growth in the Delaware Valley region.

Mr. Coscia also announced that Faye M. Moore, General Manager, SEPTA, will be the Board representative replacing Jack Leary.

Public Comments

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

1. Minutes of Meeting of January 24, 2002

On a **motion** by Mr. Hughes, seconded by Mr. Lewis the minutes of the meeting of January 24, 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 0153 - Market Street Streetscape Improvements
(City of Philadelphia)

The City of Philadelphia has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania to reflect adjustments in cost, schedule, or scope of the following three existing projects:

- (1) Market Street Signal and Pedestrian Initiatives (TIP #9625)
(City of Philadelphia)

Expand the scope of this project by including elements from two other projects and increase the cost of the construction phase by adding \$4.6 million (\$3.68 million DEMO) in FY 2003. The City desires to advance

this project at the same time as the Market Elevated Reconstruction Project which is already underway. The City will also request that FHWA “flex” (transfer) the construction funding to FTA for SEPTA to manage.

(2) 46th/Market Transportation System (TIP #9766) (City of Philadelphia)

Move \$2.35 million (\$1.88M DEMO of the original \$3M that was earmarked for this project and is unspent) to the Market Street Signal and Pedestrian Initiatives project (TIP #9625). Since 46th and Market is the terminus of the Market Street Elevated Project, all streetscape and traffic signalization work will directly correspond with the earmark description. The City will retain \$1.4M (\$1.12M DEMO) in the TIP for the 46th/Market Transportation System project, programmed in FY03, to support the other activities of the earmark, such as purchase of vans for reverse commute and provision of a day care facility.

(3) 52nd and Lancaster Ave. Enhancements (TIP #9767)
(City of Philadelphia)

Move \$2.25 million (\$1.8M DEMO of the original \$3M that was earmarked for this project and is unspent) to the Market Street Signal and Pedestrian Initiatives project. The intersection of 52nd and Lancaster Avenue is in the market-coverage area of the Market Street Elevated Project and enhancements to the 52nd Street corridor, as it approaches Market Street, are included in the traffic signalization and streetscape work planned for the Market Street Project.

Financial constraint will not be impacted since funds are being transferred between existing projects and involve the use of earmarked DEMO funds. There will be no impact on the TIP’s conformity finding since these projects are exempt or have been included in the conformity analysis.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and Regional Citizens Committee (RCC).

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

MOTION by Mr. Baker, seconded by Mr. Hanna; that the Board approve

TIP Action PA 0154, a request from the City of Philadelphia to amend the FY 2001-2004 TIP for Pennsylvania to reflect adjustments in cost, schedule, or scope for the following projects: Market Street Signal and pedestrian Initiatives (TIP #9625); 46th and Market Street Transportation System (TIP #9766); and 52nd and Lancaster Avenue enhancements (TIP #9767).

b. TIP Action PA 0157A - Germantown Avenue Bridge (City of Philadelphia)

PennDOT has requested that DVRPC amend the FY2001-2004 TIP for Pennsylvania. The request is to increase the total cost of the project by adding \$3.625 million (\$3.44 million Fed/State and \$176,000 local match) to the FY 2002 construction phase. The cost estimate has increased due to scope changes requiring additional structure and approach roadway work combined with the delay in the construction schedule. Scope changes include measures to calm traffic, more extensive roadway resurfacing and striping than originally planned, several aesthetic additions (including an on-bridge pedestrian plaza area), new lighting and related measures.

Further, there is additional work required to ease the construction process, including utility work and mitigation for the long detour. Three traffic signals will be upgraded and new striping patterns will be installed on the detour routes.

Financial constraint will be maintained and there will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION by Mr. Wilson, seconded by Mr. Hanna; that the Board approve Action PA 0157A, PennDOT's request to modify the FY 2001-2004 TIP for Pennsylvania by adding \$3.625 million (\$2.9 million Bridge, \$544,000 State, \$176,000 local) to the FY 2002 construction phase of the Germantown Avenue Bridge project (TIP #9308).

c. TIP Action PA 0157B - Ogontz Avenue Signal Improvements (City of Philadelphia)

PennDOT has requested that DVRPC amend the FY2001-2004 TIP for Pennsylvania. The request is to increase the total cost of the project by adding \$1.95 million (\$1.56 million CMAQ, \$390,000 local) to the FY 2002 construction phase. The project has grown to include street lighting modernization, as requested by elected officials and community groups. Additionally, the project, which as originally scoped included signal modernization at 29 intersections, has expanded to include additional channelization islands and other pedestrian safety/traffic calming measures. Also beyond the original scope is the complete realignment of 7 intersections which have multiple legs and odd-angle approaches for the purposes of more efficient/safe traffic flow and better-defined pedestrian paths.

Financial constraint will be maintained and there will be no impact on the TIP's conformity finding since this project was included in the regional air quality conformity analysis.

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

MOTION by Mr. Wilson, seconded by Mr. Hanna; that the Board approve TIP Action PA 0157B, PennDOT's request to modify the FY 2001-2004 TIP for Pennsylvania by adding \$1.95 million (\$1.56 million CMAQ, \$390,000 Local) to the FY 2002 construction phase of the Ogontz Avenue Signal Improvement project (TIP # 9735).

- d. TIP Action PA 0158 - Chester City Central Business District improvements (Delaware County)

Delaware County has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project to the TIP in FY 2002. The project would consist of a \$185,000 FY 2002 Engineering Phase and a \$935,000 FY 2002 Construction phase for Central Business District traffic improvements to Chester City. The project includes improvements for traffic circulation based on a traffic circulation study, in addition to pedestrian safety elements including signals, crosswalks, and better signage. The City has requested a Public Infrastructure Bank (PIB) Loan in the amount of \$1,120,000 to fund engineering and construction costs in FY 2002.

There will be no impact on financial constraint and the TIP's conformity finding will not be impacted by this amendment.

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

MOTION by Mr. Payne, seconded by Mr. Hughes; that the Board approve TIP Action PA 0158, Delaware County's request to amend the FY 2001-2004 TIP for Pennsylvania by adding a new project to the TIP: the Chester City Central Business District Improvements project (TIP #7919). This project would be programmed with \$185,000 for engineering in FY 2002 and \$935,000 for construction in FY 2002. The source of the \$1,120,000 would be a Pennsylvania Infrastructure Bank (PIB) Loan.

e. TIP Action NJ 0204A - Bus Acquisition Program (NJ TRANSIT)

NJ TRANSIT requests that an increased of \$12.63 million dollars in order to purchase 85 articulated and 116 cruiser buses. The articulated buses which are 60 feet long and include an "accordion," or bendable section in the middle-can carry 59 seated passengers and additional standees. The new buses will be used to replace existing articulated buses that were bought by NJ TRANSIT in 1985 and have exceeded their recommended 12-year useful life. The additional funding enables NJ TRANSIT to purchase vehicles (instead of leasing) and allows for more flexibility for meeting travel demands, particularly in light of September 11 events and the need to access New York City.

Financial constraint will be maintained and there will be no impact on the TIP's conformity finding since this project is exempt.

Favorable recommendation was received from the PCC/RTC.

Favorable recommendation was also received from the RCC, however the RCC questions whether bicycle racks have been considered in the bus replacement purchases.

Mr. Coscia commented that the RCC's concerns will be forwarded to NJTRANSIT.

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

MOTION by Mr. Lewis, seconded by Ms. Paul that the Board approve TIP Action NJ 0204A, NJ TRANSIT's request to modify the FY 2002-2004 TIP for New Jersey by adding \$12.63 million to the FY 2002 phase of the Bus Acquisition Program project. The cost increase will be funded by a combination of an increase in allocated Section 5307 funds (\$2.18 million), State Transportation Trust Funds (TTF), and potential emergency funding provided to the state to accommodate post-September 11th impacts through FEMA and/or the Defense Appropriations Bill.

f. TIP Action NJ 0204B - Rail Rolling Stock procurement (NJ TRANSIT)

NJ TRANSIT requests that program funding be increased in FY 2002 by \$6.93 million for the purchase of five electric locomotives and 33 diesel locomotives. NJ TRANSIT has been involved in an aggressive campaign to address capacity issues. A significant component of that effort is the purchase of equipment to enhance and replace aging equipment. The additional funding enables NJ TRANSIT to purchase rolling stock (instead of leasing) and allows for more flexibility for meeting travel demands, particularly in light of September 11 events and the need to access New York City.

Financial constraint will be maintained by making adjustments to other existing TIP projects, and there will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION by Mr. Lewis, seconded by Ms. Paul; that the Board approve TIP Action NJ 0204B, NJ TRANSIT's request to modify the FY 2002-2004 TIP for New Jersey by adding \$6.93 million to the FY 2002 phase of the Rail Rolling Stock Procurement project (DB #T112). The cost increase will be funded by a combination of an increase in allocated Section 5309 funds (\$1 million), State Transportation Trust Funds (TTF), and other non-federal funds (Certificates of Participation COPs).

g. TIP Action NJ 0205A - Gloucester County Trails Project (Gloucester County)

NJDOT has requested that DVRPC amend the FY2002-2004 New Jersey TIP by increasing the FY 2002 design phase by \$1.944 million due to a low and outdated original estimate. The project will eliminate the Berlin Circle and make other area improvements.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION by Mr. Lewis, seconded by Ms. Paul; that the Board approve TIP Action NJ 0205A, NJDOT's request to amend the FY 2002-2004 TIP for New Jersey by adding back into the TIP the Gloucester County Trails Project (DB #D0106) with a design phase of \$150,000 (STU) in FY 2002.

h. TIP Action NJ 0205B - Route 30/73 Berlin Circle (Camden County)

NJDOT has requested that DVRPC amend the FY2002-2004 New Jersey TIP by increasing the FY 2002 design phase by \$1.944 million due to a low and outdated original estimate. The project will eliminate the Berlin Circle and make other area improvements.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project is exempt.

Favorable recommendation was received from the PCC/RTC.

The RCC also favorably recommended TIP Action NJ 0205A, however asks that safe transit for bicyclists be implemented through intersections with jughandles.

Mr. Coscia stated that the RCC's comments will be forwarded to NJDOT for their response.

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

MOTION by Mr. Griffith, seconded by Mr. Lewis; that the Board approve TIP Action NJ 0205B, NJDOT's request to modify the FY 2002-2004 TIP for New Jersey by adding \$1.944 million to the FY 2002 design phase for the Route 30/73 Berlin Circle project (DB #93109).

i. TIP Action NJ0205C - Route 30 Section 17 (Camden County)

NJDOT has requested that DVRPC amend the FY2002-2004 New Jersey TIP by deleting the Route 30 Section 17 Rehabilitation/Reconstruction project from the TIP. DVRPC is doing a corridor study in this area of Route 30 and the

community involved advocated holding off on advancing the Section 17 project until the study is further along.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION by Mr. Lewis, seconded by Ms. Paul; that the Board approve TIP Action NJ 0205C, NJDOT's request to amend the FY 2002-2004 TIP for New Jersey by deleting the Route 30 (Section 17) Rehabilitation / Reconstruction project (DB #X223).

- j. TIP Action NJ 0206A - Work Program: Central New Jersey Transportation Forum (Mercer County)

DVRPC is requesting to amend the FY 2002-2004 TIP for New Jersey by adding a new project, the Central Jersey Transportation Forum (DB #02391), with \$90,000 (STU) in FY02 as part of the DVRPC 2003 Work Program. The mission of the Central Jersey Transportation Forum is to develop a consensus for the appropriate planning strategies which will address critical issues and maintain consistency with the State Development and Redevelopment Plan. The study area covers 16 municipalities in Middlesex, Somerset and Mercer counties with an extended study area including selected adjoining municipalities. NJDOT will provide consultant services to conduct the primary technical aspects of the study, while DVRPC will provide technical support and coordinate Forum participation. This Work Program project previously had been funded with Metro Planning funds.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION by Mr. Lewis, seconded by Ms. Lewis that the Board approve TIP Action NJ 0206A, DVRPC's request to amend the FY 2002-2004 TIP for New Jersey by adding a new project, the Central Jersey Transportation Forum (DB #02391), with \$90,000 (STU) in FY 2002 as part of the DVRPC 2003 Work Program.

k. TIP Action NJ 0206B - Work Program: Route 45 Corridor Study
(Gloucester County)

DVRPC is requesting to amend the FY 2002-2004 TIP for New Jersey by adding a new project, the Route 45 Corridor Study (DB #02384), with \$90,000 (STU) in FY 2002 as part of the DVRPC 2003 Work Program. The corridor extends from Kings Highway (CR 551) in Woodbury to US 322 in Harrison in Gloucester County. The goal of the study is to enhance this corridor as a major transportation artery and economic center in the county, thereby discouraging the continuing trend of sprawl. The study area includes 6 municipalities: Woodbury, Woodbury Heights, Deptford, West Deptford, Mantua and Harrison. NJ 45 transitions from a four lane roadway to a four lane divided highway requiring the use of jughandles to accommodate left turns to one lane in each direction. This will be a typical DVRPC corridor study working with a study task force comprised of the County Planning Department, County Economic Development Office, the six municipalities, NJDOT, and NJ Transit, that will produce a set of transportation improvements and potential land use and economic development strategies for the corridor.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project is exempt.

Favorable recommendation was received from the RTC.

The RCC also recommends approval, however the RCC voices its concern that the Route 45 Corridor Study consider whether its recommendations could lead to the loss of agricultural land and open space along this corridor, In addition, the committee requests that an RCC representative be appointed to this study task force. The committee believes that DVRPC should support all planning efforts in the absence of state planning in New Jersey.

Mr. Coscia assured the RCC that their comments would be forwarded to Gloucester for a response.

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

MOTION by Mr. Romick, seconded by Mr. Lewis; that the Board approve TIP Action NJ 0206B, DVRPC's request to amend the FY 2002-2004 TIP for New Jersey by adding a new project, the Route 45 Corridor Study (DB# 02384), with \$90,000 (STU) in FY02 as part of the

DVRPC 2003 Work Program.

I. TIP Action NJ0207 & PA 0159 - Transportation and Community Development Initiative (DVRPC)

The Transportation and Community Development Initiative (TCDI) is a proposed DVRPC funding program targeted to those communities most in need of revitalization assistance. The program would serve to support local planning, design, feasibility studies or other analyses that increase the demand or improve the market for redevelopment and improve the efficiency or enhance the regional transportation network. The fundamental idea is to support early-stage project ideas which are not otherwise eligible for funding through other sources. DVRPC requests to amend the FY 2001-2004 TIP for Pennsylvania, by adding a new project to the TIP. In Pennsylvania, TCDI (TIP #0597) would include \$1.25 million (\$1 million STU, \$250,000 Local match) in FY 2002 for project funding. DVRPC also requests that the New Jersey 2002-2004 TIP be amended to add this project to the New Jersey TIP and include \$500,000 of STU funds for project funding, and \$50,000 for program administration in FY 2002.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION by Mr. Baker, seconded by Mr. Griffith; that the Board approve TIP Action PA 0159 and TIP Action NJ 0207, DVRPC's request to amend the FY 2001-2004 TIP for Pennsylvania and the FY 2002-2004 TIP for New Jersey by adding a new project in each TIP, the Transportation and Community Development Initiative (TCDI). In Pennsylvania, TCDI (TIP #0597) would include \$1.25 million (\$1 million STU, \$250,000 Local match) in FY 2002 for project funding. In New Jersey, TCDI (DB #D0204) would include \$500,000 (\$400,000 STU, \$100,000 Local match) in FY 2002 for project funding and \$50,000 (STU) in FY 2002 for program administration.

3. Pennsylvania Transportation Enhancement (TE) Project Selection and Recommendations

Mr. Claffey explained that the Pennsylvania Department of Transportation allocates statewide Transportation Enhancements (TE) funding to be awarded to applicants chosen by the metropolitan planning organization, subject to PennDOT approval. A reserve of approximately \$9 million is set aside for the Secretary of Transportation to award to projects of statewide significance.

In the Philadelphia region, \$2,000,000 of FTA funds are available for the TE Program for transit-related projects, and \$9,373,000 of FHWA funds are available for any eligible surface transportation project.

Last fall, DVRPC solicited proposals from the region and received 65 eligible submissions. Each was reviewed and scored by District 6-0 of PennDOT and by the county in which it was located. The scores were normalized and the ranked list was considered by the Pennsylvania Subcommittee of the Regional Transportation Committee (RTC). Regional and multi-county projects were also evaluated and scored. A delegation of the Regional Citizen Committee (RCC) also reviewed, ranked the projects, and participated in the RTC discussions.

The list of the thirteen projects selected for FHWA funding and three for FTA funding was distributed to the Board. In addition, two previous recipients of TE funds were recommended to be granted supplemental funding. Four projects of regional significance were selected for submission to the state for the Secretary's discretionary fund and were ranked in priority order. Finally, the RTC recommended that one project which was not recommended for funding in this round be given top priority in the next.

Favorable recommendation was received from the PCC/RTC.

Favorable recommendation was also received from the RCC, however, the RCC notes that the committee spent a great deal of time and effort studying proposed TE projects and is disappointed that more of the committee's highly ranked projects

did not make the final prioritized project list. The RCC also asks that the committee be a significant factor in the future in the voting formula that determines the final TE scoring.

Mr. Claffey replied that an effort was made to include the RCC projects, and DVRPC will continue to strive to accommodate the RCC's request for the next round of TE

funding.

William Payne, City of Chester, commented that he would like to see the Chester City Green Way Project move up on the priority list as part of the discretionary funding for TE projects.

Mr. Coscia replied that DVRPC will lobby PennDOT Secretary Mallory and make the argument that on a proportional basis we should get approximately 35 to 40% of the discretionary TE funding which would allow for more projects to be included..

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Mr. Hughes, seconded by Mr. TenEyck; that the Board approve the recommended Pennsylvania TE projects, and direct staff to forward the list to the Pennsylvania Secretary of Transportation, that the Board also ask that the Secretary consider the list of projects for the Secretary's discretionary funding, in the priority in which they are noted, and lastly, that the Board recommend that construction of the Butler Pike project (#42) be given top priority among projects submitted for the next round of TE funding

4. FY 2003 Pennsylvania Transportation Management Association (TMA) Assistance Grant Draft Work Programs

Donald Shanis, DVRPC staff, explained to the Board that PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public/private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. In FY 2002, PennDOT requested that DVRPC assume joint oversight of work program development and execution.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City.

The individual Work Programs were distributed to the Board which gave descriptions of the work each of them plans to undertake if their application is

approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, and PennDOT staffs.

The TMAs have applied for the maximum of \$160,000 each. The total application package totals \$960,000 (\$768,000 CMAQ, \$192,000 local match).

This project will not alter the region's conformity finding since the project is exempt.

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

MOTION by Mr. Hanna, seconded by Mr. Hughes; that the Board approve and forward to PennDOT for their approval the TMA Assistance Grant draft work programs for a total grant of \$160,000 each (\$128,000 CMAQ, \$32,000 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$960,000 (\$768,000 CMAQ, \$192,000 local match).

5. FY 2003 Pennsylvania Mobility Alternatives Program (MAP) Draft Work Programs

Dr. Shanis briefed the Board and explained that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. Individual Work Programs were distributed to the Board which gave descriptions of the work which will be undertaken in FY 2003.

The TMAs have applied for the maximum of \$67,450 each, The Mayor's Office for \$77,750, and SEPTA for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations, and Marketing

efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match). This budget is the same as previous years.

This project will not alter the region's conformity finding since the project is exempt.

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

MOTION by Mr. Baker, seconded by Mr. Hughes; that the Board approve and forward to PennDOT for their approval the FY 2003 Mobility Alternatives Program for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 Contractor Match).

6. DVRPC Revised Year 2025 Regional, County and Municipal Population Forecasts

Barry Seymour, DVRPC staff, explained to the Board that DVRPC prepares and utilizes long-range population forecasts as an essential element in all transportation and regional planning analysis, including area corridor studies, air quality modeling, and the long-range plan. Current population forecasts at the municipal level to the Year 2025 were adopted by the DVRPC Board on December 3, 1999, based on county and regional control totals adopted June 24, 1999. Federal regulations under TEA-21 require that the MPO maintain a 20-year planning horizon for all transportation planning activities.

The release of the Year 2000 Census population data presents an opportunity to review and revise these forecasts to assure that the most current and accurate data is used as the basis for the forecasts. Working with each member county planning staff, the county and municipal forecasts were revised, utilizing the year 2000 Census data as the baseline year.

The results show a consistency in growth rates at the regional and county level with minor changes to most municipalities based on its growth rate between 1990 and 2000, its original forecast value, and its relationship to the County overall forecasted growth. In several cases, the Year 2000 value for a municipality was changed from the Census result where an error of location or counting clearly existed.

Tables were distributed to the Board and included the individual municipal forecasts, based on the Year 2000 Census or an amended 2000 value, with the growth rates by decade and the total forecasted growth rate between 2000 and 2025. Upon adoption, these new municipal and county forecasts will be used by DVRPC in all regional and transportation planning activities.

Lynn Bush, Bucks County, commented that Bucks County has not done population forecasts since 1993 and due to other pressing matters these projections will not be done in the near future. Accordingly, unless the county conducts their own forecasting, they are unable to concur or reject the DVRPC forecasts for Bucks County. Therefore, Ms. Bush would like to abstain from the vote.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board adopted the following **motion** with Bucks County abstaining.

MOTION by Mr. Hanna, seconded by Mr. Hughes; that the Board adopt the revised Year 2025 regional, county and municipal population forecasts as recommended by staff by passing Resolution No. B-FY02-008 (copy attached).

7. Job Access and Reverse Commute Competitive Grant Program Regional Plan Consistency, Applicant Selection and Special Technical Committee Authorization

Richard Bickel, DVRPC staff, explained to the Board 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 grant program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. In FY 2002, approximately \$125 million is available, nationwide, for this program, (most of it already earmarked) and a similar amount is expected to be available in FY 2003. A 50% non-Department of Transportation match is required.

In regions over 200,000 population, Metropolitan Planning Organizations (MPOs) are charged with selecting project applicants, evaluating consistency of proposed projects with an adopted job access and reverse commute transportation plan, prioritizing and recommending projects for funding and committing to add projects to the Transportation Improvement Program (TIP) following grant approvals. DVRPC has undertaken these responsibilities for the FY 1999, 2000 and 2001 rounds of the program; initial actions for the FY 2002 and FY 2003 rounds are being requested for the February 28th Board meeting, with follow-up actions at the March 28th Board meeting.

In anticipation of the FTA's announcement of the FY 2002/3 program rounds, in early January DVRPC mailed background and application process information to more than 350 organizations and individuals, and a public notice was placed in the

Philadelphia Inquirer, the *Philadelphia Tribune*, *La Actualidad*, the *Trenton Times* and the *Courier Post*. Notice of the application process was also posted on DVRPC's web site.

DVRPC hosted a coordination and information meeting on January 22nd, attended by 30 individuals and organizational representatives, with presentations by the FTA, the Southeastern Pennsylvania Transportation Authority (SEPTA) and NJ TRANSIT. Although the FTA has not (to date) released program guidance, in FY 2002, SEPTA received \$6 million through Congressional action for projects in southeastern Pennsylvania, and NJ TRANSIT received a similar, \$3 million statewide earmark. However, according to FTA representatives, these earmarks are not guaranteed. FTA representatives also announced the availability of \$22 million of FY 2002 non-earmarked funds nationwide that are intended to supplement continuing projects previously funded through the program.

For FY 2003, it is likely funding applications will be requested simultaneously in the pending guidance announcement, and that the intent of the program for FY 2003 will be to fund continuing projects, rather than new initiatives, on a nationwide competitive basis.

The Letter of Intent (LOI), distributed to the Board, was distributed to potential applicants, and completed LOIs were to be submitted to DVRPC by February 19th. Staff will evaluate the submitted LOIs to determine (1) applicant qualifications to undertake the proposed projects and (2) consistency of the proposed projects with *Access to Opportunities*, DVRPC's adopted Job Access and Reverse Commute Transportation Plan. In addition, the Board is requested to authorize formation of a special technical committee to review and prioritize the projects for FY 2002 and 2003 funding, prior to the March Board meeting.

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

MOTION by Mr. Baker, seconded by Mr. Lewis; that the Board approve the recommended qualified applicants for the Job Access and Reverse Commute Competitive Grant Program, project plan consistency, authorization for applicants to continue to prepare full applications for funding and authorizing the formation of a special Pennsylvania committee to review and prioritize projects for funding.

8. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks, Chester, and Delaware Counties

Mr. Seymour explained to the Board that PENNVEST is an independent agency of

the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment and stormwater management projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. Limited grant funds are also available.

PENNVEST has forwarded four applications to DVRPC for review for consistency with the regional plan.

Bucks County

- Ivyland Borough - Request for a loan of \$139,328 to replace deteriorated stormwater infrastructure to relieve existing flooding problems in the borough.

Delaware County

- Morton Borough - Request for a loan of \$407,675 to replace 2325 linear feet of existing sanitary sewer lines and related work to reduce infiltration into the sewer system.

Chester County

- Trammell Crow Northeast Metro - Request for a loan of \$1,172,400 to construct 12,351 linear feet of sewer lines, decommission an existing pump station, construct new manholes and restore roads as needed to connect the proposed Atwater corporate office complex in Tredyffrin and East Whiteland townships to public sewers. The project would also upgrade the existing sewer service to 100 existing homes and businesses in the area.
- Trammell Crow Northeast Metro - Request for a loan of \$770,500 to construct 11,181 linear feet of drinking water lines, fire hydrants and related equipment to provide drinking water to the Atwater corporate office complex.

These projects serve to correct existing infrastructure deficiencies, reduce problems of flooding or pollution, and are located in Future Growth Areas as designated in the DVRPC Year 2025 Plan. As such, all four projects are consistent with the goals and policies of the regional plan.

Favorable recommendation was received from the RCC for the Ivyland Borough request, however the committee urges that the borough use the best stormwater management practices concerning water quality and quantity.

Favorable recommendation was received from the RCC for the Morton Borough

request.

The RCC recommends that the DVRPC Board oppose the Trammel Crow requests. The committee believes that this project does not need any kind of subsidy in terms of a reduced loan. The RCC believes that this project will bring an abundant amount of jobs into the area and consequently set up adjacent communities for more development. DVRPC should take the lead in redirecting growth into the City of Philadelphia and the inner ring suburbs.

Mr. Seymour replied that the Trammel Crow requests are consistent with the DVRPC *2025 Plan* and the Chester County *Landscapes* plan. Although the site is immediately adjacent to the Great Valley Corporate Center, it is identified as a growth area. Within a growth area, the intent of the centers is to provide a higher density compact form of development. The office space proposed for this area is compact and open space has also been considered.

Ms. Bush asked staff to comment on the use of PENNVEST funding for private companies.

Mr. Seymour replied that PENNVEST offers funding to any provider of water or similar service, therefore public agencies, municipal utilities, county authorities, and/or private companies are eligible to receive loans for their projects. The specific loan terms vary based on the applicant and their financial conditions. Therefore, the loan terms may range from a grant (i.e. distressed community) to a below interest loan or loans at market rates. In the case of Trammel Crow the loan would be at the market rate. The general concern is whether loans given to private companies would limit the opportunity for loans in other communities. PENNVEST loans are a rolling source where loans are constantly being replenished. The loans are not an annual allocation which limits funds once the project is complete. Accordingly, loans for private companies will not limit loans to public entities.

Colin Hanna, Chester County, commented that the RCC's concern with the plan for transportation with reference to the Atwater development has undergone considerable analysis. The resulting plan for a four-way slip ramp to service the immediate area and other industrial areas within the Great Valley Corporate Center is designed to minimize, not increase, the traffic impact on local roads. A challenge arises when compact commercial development is slated immediately adjacent to areas designated for open space protection. However, the proposed plan is consistent with the Chester County *Landscapes Plan*. To make it possible for the individual municipalities to do land use planning, there has been adequate notice as to the square footage, number of jobs, and the amount of commuting associated with this development. Mr. Hanna continued to say that another matter often a concern to the RCC is the environmental impact of this type of project. He

explained that the project is consistent with the county land use plan. The project is noted for its environmental sensitivity because it involves a stream which is immediately adjacent to this commercial development and extreme consideration has been given to the quarry conversion design.

Mr. Hanna urged Mr. Starr to report these comments to the RCC and inform them that great consideration and analysis has been performed for all aspects of this project.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Mr. Baker, seconded by Mr. Hanna; that the Board authorize the Executive Director to send letter notifying PENNVEST that the funding requests for Bucks, Chester and Delaware Counties are consistent with the Horizons 2025 Plan.

9. Regional Citizens Committee (RCC) Report

Patrick Starr, RCC Chairman, reported that the DVRPC staff will hold a meeting with the RCC to review the draft and prepare comments on the Environmental Impact Study (EIS) for the Schuylkill Valley Metro.

10. Executive Director's Report

Mr. Coscia reported on the following items.

a. DVRPC's 1st Annual Awards Dinner Sponsor's Letter

Mr. Coscia reported that the Annual Awards Dinner Sponsor Letter (distributed to the Board) has been mailed. Several responses have been received and a telephone follow-up will be conducted in the near future.

b. Schuylkill Valley Metro (SVM) FTA Funding Approval letter dated 1/25/02

Mr. Coscia pointed out the letter (distributed to the Board) with reference to the SVM Funding Approval. The letter states FTA's approval of SEPTA's request for funding of the SVM. \$25.72 million is being provided in Section 5309 New Starts funds for this project. The project has been rated recommended, however, FTA stated that New Starts share of capital costs should not be greater than 60%. At the present time the planning was for an 80/20% (80%

federal, 20% state/local) share.

Mr. Coscia also pointed out that the letter states that the phasing of projects of this magnitude is an effective means of dealing with the financial realities. Also, part of this work requires a complete EIS, engineering and technical work, refining the capital operating costs, and revisiting the financial plan to decrease the New Starts share to 40% and provide confirmation of the non-federal funding share.

The DVRPC policy position paper was distributed to the Board on the SVM.

c. Transportation and Community Development Initiative (TCDI) Application Booklet

Mr. Coscia pointed the out the materials (distributed to the Board) with reference to the TCDI Program. He explained that this program is a \$1 million grant program for municipalities in Pennsylvania and \$500,000 grant program for municipalities in New Jersey to undertake locally-directed activities to attract and retain businesses and residents in the communities. The letter dated February 15, 2002 along with a TCDI booklet went to all municipal officials informing them of the new funding opportunity. There will be three briefings will be held with DVRPC and the county staffs as follows: (1) March 5, 2002 (4-6 p.m.) Camden County Lindenwold Complex; (2) March 6, 2002 (4-6 p.m.) DVRPC; and (3) March 7, 2002 (4-6 p.m.) Delaware County Government Center Building.

d. Washington Meeting on TEA-21 Reauthorization, February 14 and 15

Mr. Coscia reported that TEA-21 ends on September 30, 2003 which means the next TEA will have to be signed into law by October 1, 2003. Positions are being prepared for the congressional delegations concerning the next TEA. A meeting was called on February 14 and 15 in Washington for the state and local official organizations with the state DOT's. The presidents (elected officials) of the American Public Work Association, the National League of Cities, the National Association of Counties, Association of Metropolitan Planning Organizations, National Association of Development Organizations, National Association of Regional Councils (NARC), the American Association of State Highway and Transportation Officials (ASHTO), National Governors Association, National Conference of State Legislatures, and the United States Conference of Mayors we all present at the meeting.

Presentations on issues of common concern were presented to the group and almost complete consensus was reached on most points. The issues of common interest were: (1) funding levels; (2) guarantees and firewalls; (3) environmental streamlining; and (4) delegation.

This group will continue to meet and formulate a position for the new TEA.

e. Central New Jersey Forum meeting of February 22, 2002

Mr. Coscia reported that the Central New Jersey Forum meeting of February 22, 2002 was very successful. A summary of the actions of the last years progress of the Forum was presented. Also, a great deal of time was spend on discussing Bus Rapid Transit in the Central New Jersey area. A study will be undertaken in the very near future. The work will be done by NJDOT, NJTRANSIT, DVRPC, the Greater Mercer TMA and consultants. The study will produce a Bus Rapid Transit sketch plan analysis, look at ridership diversion from automobile traffic to the rapid transit system, and look at the consequences of congestion in that area.

f. Planning Magazine Article on *Camden Rebound*

Mr. Coscia pointed out the article on the Camden Master Plan (distributed to the Board) for their information.

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

Mr. Coscia drew the Board's attention to the flyer announcing a one-day conference to be held on April 30, 2002 from 9 a.m. to 4 p.m. at the Marriott Hotel in West Conshohocken, PA. The conference entitled: *Building from Strength: Strategies for Older Suburbs and Boroughs* is being held 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.

11. **Committee Reports**

The Board was briefed on the following committee reports:

Mr. Claffey reported that the activities from the PCC/RTC Meeting were reported under the appropriate agenda items.

OLD BUSINESS

Chairman Cureton announced that he has purchased a table for the DVRPC Annual Awards Dinner and urged the other Board members and alternates to consider doing the same.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:23 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for February 28, 2002
- (3) RCC Recommendations to the Board for February 28, 2002
- (4) Board Resolution B-FY02-008

Additional Documents distributed to the Board:

- (1) *Alert*, January 2002
- (2) *Freight Lines*, January 2002
- (3) *TravelSmart*, January 2002
- (4) Brochure entitled: *Improving US 202*