

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 27, 2003

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	Jim Lewis
Governor of New Jersey's Appointee	Deirdre Naughton, Esq.
Governor of Pennsylvania's Appointee	Caroline Anderson Novak
Pennsylvania Governor's Policy Office	Joann Denworth
Pennsylvania Department of Transportation	Larry M. King
Bucks County	Charles H. Martin Lynn Bush
Chester County	Colin A. Hanna William Fulton
	Charles Coyne
Delaware County	John E. Pickett
Montgomery County	Louis F. Gould, Jr. Esq.
Burlington County	Jerald R. Cureton, Esq. Carol Ann Thomas
Camden County	Thomas J. Gurick J. Douglas Griffith

Gloucester County	Charles E. Romick
Mercer County	Donna Lewis
City of Chester	(not represented)
City of Philadelphia	Gary Jastrzab
City of Camden	Robert L. Wisniewski
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Lawrence Cullari
Pennsylvania Division	(not represented)
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 Smart Growth	Herman Volk
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	James Schwarzwald
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Anisah Abiola
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 Dennis Winters

DVRPC Co-Counsel

Pennsylvania Co-Counsel Timothy J. Carson
New Jersey Co-Counsel Thomas Coleman

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

Guests

Pennsylvania Department of Transportation Robert Hannigan
Greg Brown (Dist. 6-0)
New Jersey Department of Transportation Brian Cuccia
Montgomery County Planning Commission Kenneth Hughes
Camden County Eve Charles
Cross County Connection Transportation Management Association William Ragozine
Delaware River Joint Toll Bridge Commission Roger Sager
Boles, Smyth Associates, Inc. Jack Smyth
Residents for Regional Traffic Solutions (Bucks County) Sue Herman
Marcy Conti
Karen Friedman

Call to Order

Chairman Charles H. Martin called the meeting to order at 10:36 a.m. Chairman Martin recognized, and awarded a plaque to Robert Baker, Jr. who previously represented the Pennsylvania Governor's Policy Office on the Delaware Valley Regional Planning Commission's (DVRPC) Board.

Mr. Baker thanked the Board for the recognition and stated his appreciation in working with the Pennsylvania Department of Transportation (PennDOT), DVRPC, and the member governments.

Chairman Martin then introduced Joann Denworth as the new Pennsylvania Governor's Policy Office DVRPC commissioner.

Gary Jastrzab, City of Philadelphia, reported to the Board that Larry Wilson is now in Kuwait serving his country with the Civil Affairs Brigade; bringing humanitarian relief to the war zone. Mr. Jastrzab believes Mr. Wilson would appreciate hearing from his friends and colleagues and relayed Mr. Wilson's address to the Board:

Wilson, Larry K., LTC
358th Civil Affairs Brigade
UIC43601
FPO AP 96613-0001
email: Larry.K.Wilson@US.Army.Mil

Mr. Wilson was the previous City of Philadelphia DVRPC Board alternate commissioner.

Public Comments

Comments from the public were invited to be heard on non-agenda items.

Sue Herman, Residents for Regional Traffic Solutions (RRTS), Bucks County, distributed to the Board a packet of information with reference to the Swamp Road Corridor Improvement project. Ms. Herman stated the culvert on Swamp Road (a principal arterial highway with four quarries) has been weight restricted for many years, restricting truck traffic. This restriction forces Swamp Road quarry trucks to be diverted away from the Newtown Bypass and onto minor residential collector roads causing a dangerous situation for residents. This culvert is designated for replacement by PennDOT in the Spring 2004. A second culvert to the south was rated in fair-poor condition in June 2001 and is being addressed separately. The RRTS is urging DVRPC and PennDOT replace the southern culvert in parallel with the first culvert (Spring 2004). This would minimize the disruption in service of Swamp Road during the construction and serve to get this important arterial highway open to all traffic on a more timely basis.

John J. Coscia, Executive Director, stated that staff will work with PennDOT and respond to their requests.

1. Minutes of Meeting of February 27, 2003

On a **motion** by Mr. Cureton, seconded by Mr. Lewis, the minutes of the meeting of February 27, 2003 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

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

a. TIP Action PA03-15 and TIP Action NJ03-03: Transportation and Community Development Initiative (DVRPC)

DVRPC requests to amend the FY2003-2006 TIP for Pennsylvania and the FY2003-2005 TIP for New Jersey by adding the Transportation and Community Development Initiative (TCDI) to FY 2003. Pennsylvania would program \$1.250 million (\$1 million Surface Transportation Program–Urban [STU] /\$250,000 Local Match) for projects and New Jersey would program \$550,000 STU, including \$50,000 for program administration. The DVRPC Board took action on January 23, 2003, to add these projects to the DVRPC FY 2004 Work Program, and took action in September, 2002, to agree to provide the necessary funding for this program through the TIP. TCDI provide funds to selected municipalities, targeting core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population. The purpose is to generate growth and redevelopment, and to improve or enhance the regional transportation system. The funding cannot be used for construction or capital improvements, but can support local planning, design, market studies or feasibility analyses that may lead to those improvements.

In Pennsylvania, financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The New Jersey program will draw down funding from the DVRPC Local Scoping Line Item, DB # X80B.

The TIP's conformity finding will not be impacted by this amendment as this project is exempt.

After favorable recommendation was received 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 Mr. Hughes, seconded by Mr. Lewis that the Board approve TIP Actions PA03-15 and NJ03-03, DVRPC's request to amend both the FY 2003 TIP for Pennsylvania (FY2003-2006), and

the FY 2003 TIP for New Jersey (FY2003-2005), by adding in the Transportation and Community Development Initiative (TCDI.) Pennsylvania would include \$1.25 million (\$1 million STU/\$250,000 Local Match) in FY 2003 for project funding. In FY 2003, New Jersey will program \$550,000 STU funds from DVRPC Local Scoping Line Item DB #X80B, including \$50,000 for program administration.

b. TIP Action PA03-16a: Route 313 Corridor, Ferry Road, Broad Street (Bucks County)

PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by adding an FY 2003 preliminary engineering phase (\$546,000 Highway [HWY] \$137,000 State), increasing the final design phase (\$634,000 STU/\$159,000 State), shifting it to FY 2005, and deferring the right-of-way phase to later fiscal years. These costs are based on the resulting negotiated

consulting contract. Improvements include turning lanes on Route 313 at Ferry Road and a truck Climbing lane from Curly Hill Road to Broad Street.

Financial Constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this modification as this project has already been included in the regional conformity analysis.

c. TIP Action PA03-16b: Edge Hill Road Reconstruction (Montgomery County)

PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by adding an FY 2003 preliminary engineering phase (\$636,000 HWY/\$159,000 Local), increasing the FY 2005 final design phase (\$1.063 million HWY/\$266,000 Local), and deferring the FY 2006 right-of-way phase to later fiscal years. The original reconstruction project of approximately one mile on Edge Hill Road has been expanded to include Tyson Avenue. This project addresses serious drainage issues in the area.

Financial Constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this modification as this project is exempt.

d. TIP Action PA03-17: West Philadelphia Congestion Mitigation
(Philadelphia Streets Department)

The Philadelphia Streets Department has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding this project back into the TIP with an FY 2004 construction phase (\$379,000 Demonstration [DEMO] funds/\$95,000 Local Match.) \$369,000 was originally programmed for an FY 2002 design phase, but the University of the Sciences in Philadelphia is now doing all of the design work. This project consists of converting a portion of the abandoned Breyers ice cream plant into a parking area to serve students and public transit commuters. The 11 acre tract of land, adjacent to and owned by the University of the Sciences in Philadelphia, is located along 43rd Street and runs from Woodland Avenue to the Schuylkill River. The project area runs between 43rd and 45th Streets on the northwest side of Woodland Avenue.

Financial Constraint will not be affected as this project uses earmarked DEMO funds and the TIP's conformity finding will not be negatively impacted by this amendment as this project is exempt.

Favorable recommendation was received by the PCC/RTC for approval of TIP Actions PA03-16a, PA03-16b, and PA03-17.

Favorable recommendation was received from the RCC to approve TIP Action PA03-16a.

The RCC recommended approval of TIP Action PA03-16b with an additional statement: The RCC hopes that the community will deal directly with the flooding issue by increasing filtration rather than building culverts, which just pass the problem along to a neighboring community.

The RCC recommended approval of TIP Action PA03-17 with an additional statement: The RCC recommends that facilities for parking bicycles be included.

Mr. Coscia responded that staff will forward the RCCs' comments to PennDOT and the Philadelphia Department of Streets.

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

MOTION by Mr. Hanna, seconded by Mr. King that the Board approve the following TIP Actions:

- (1) TIP Action PA03-16a: PENNDOT's request to amend the FY 2003

TIP for PA (FY2003-2006), by adding an FY 2003 preliminary engineering phase (\$546,000 HWY/\$137,000 State), increasing the final design phase (\$634,000 STU/\$159,000 State), shifting it to FY 2005, and deferring the right-of-way phase to later fiscal years for MPMS #57619, the Route 313 Corridor from Ferry Road to Broad Street.

- (2) TIP Action PA03-16b: PENNDOT's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding an FY 2003 preliminary engineering phase (\$636,000 HWY/\$159,000 Local Match), increasing the FY 2005 final design phase (\$1.063 million HWY/\$266,000 Local Match), and deferring the FY 2006 right-of-way phase to later fiscal years for MPMS #57865, Edge Hill Road Reconstruction. This action would also revise the project description to include Tyson Avenue.
- (3) TIP Action PA03-17, City of Philadelphia Streets Department's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding the West Philadelphia Congestion Mitigation project (MPMS #17830) back into the TIP. This amendment will program \$379,000 specially earmarked DEMO funds and \$95,000 Local Match for construction in FY 2004.

e. TIP Action PA03-18: West Chester Transit Center (Chester County)

Chester County has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a project back into the TIP, the West Chester Transit Center, with a \$1,000,000 construction phase in FY 2003. The county would fund all pre-construction activities. This project was originally approved for Congestion Mitigation Air Quality (CMAQ) funds through the previous DVRPC Competitive CMAQ Program (1999-2000), was awarded funds and placed in the 1999 TIP (as "Transportation Center Development"), but lapsed because agreement could not be reached on the location of the transit center. A partnership with the county, Capital Trailways, and SEPTA has been developed to advance this project. The selected location is the first floor of a garage being constructed on the same block as the new Justice Center (not yet under construction). Chester County is requesting that the project be given consideration to advance quickly as the parking garage will be under construction this Spring. The parking garage is in the final design stage. If this request for funding is approved, the design of the parking garage can be modified to include the transit center.

The Transit Center would be used by commuters working in West Chester, riders traveling throughout Chester County, or to SEPTA's 69th Street Terminal

and points in between. SEPTA bus routes 92, 104, 119, and 314, and private operators would use the center. The center will include bus bays, a passenger waiting area, and other passenger amenities.

PennDOT has identified the following projects whose status has changed which will maintain an acceptable level of fiscal constraint in the TIP. The Holmes Avenue Bridge project in Philadelphia, MPMS #17464 has been delayed and construction will be moved from FY 2003 to Fy 2004. The Lower Salford Township bicycle improvement project in Montgomery County, MPMS #57730 is being deleted from the TIP.

The TIP's conformity finding will not be negatively impacted by this amendment as this project is exempt.

Favorable recommendations was received from the PCC/RTC for approval of TIP Action PA03-18.

Favorable recommendation was received from the RCC for approval of TIP Action PA03-18 with an additional statement: Consideration should be given to establishing bus service between the transit center and the rail station when service is restored.

Mr. Coscia stated that staff will forward the RCCs' comments to Chester County and SEPTA for a response.

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

MOTION by Mr. Hanna, seconded by Mr. Gurick, that the Board approve TIP Action PA03-18, Chester County's request to amend the FY 2003 TIP for Pennsylvania (FY 2003-2006), by adding the West Chester Transit Center back into the TIP with a \$1,000,000 CMAQ funded FY 2003 construction phase, shift the FY 2003 construction phase of MPMS #17464, the Holmes Avenue Bridge project, to FY 2004, and delete project MPMS #57330, Lower Salford Township Bicycle Improvement, from the TIP.

3. Proposed Change to the Federal Functional Classification System: McCoys Lane, Upper Merion Township (Montgomery County)

Mr. Claffey explained to the Board that PennDOT has requested the deletion of McCoys Lane (Federal Aid ID G825), in Upper Merion Township, Montgomery County, from the Federal Functional Classification System.

PennDOT's request is due to the fact that McCoys Lane is a private road and was inadvertently classified as a public road sometime in the past. Recent editing work caught the error. The Federal Highway Administration (FHWA) has advised PennDOT that the same procedure must be followed as would normally be used to add or delete a facility to the classification system.

Staff has reviewed the request and found it to be consistent with the federal Functional Classification System rules. Therefore, the RTC recommends approval of this action.

Favorable recommendation was received from the PCC/RTC and the RCC.

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

MOTION by Mr. Hughes, seconded by Ms. Novak, that the Board approve a change to the Federal Functional Classification System to delete McCoys Lane, in Upper Merion Township, Montgomery County, Pennsylvania.

4. Adoption of the DVRPC Policy on the Reauthorization of the Federal Aviation System Operation and Development Program

Roger Moog briefed the Board and explained; since 1980, DVRPC has been the metropolitan planning organization selected by the Federal Aviation Administration (FAA) to implement Continuing Aviation System Planning (CASP) for the 12 counties of the FAA designated aviation planning area. The 12 counties include the traditional nine counties of the DVRPC planning area, Salem County, New Jersey, New Castle County, Delaware, and Cecil County, Maryland.

Since 1990, FAA programs, services, and the development needs of federally eligible airports have been funded from the Aviation Trust Fund by the four year authorization bill entitled the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (Air 21)". This legislation, which expires at the end of FFY 2003, created \$3.4 billion per year in capital investment funds known as the Airport Improvement Program (AIP). These funds are for projects at commercial service, reliever and general aviation airports and heliports. The annual funding level of the current authorization is a 50% increase over previous authorization levels. Costs of security investments, resulting from 9/11/01, reduced the funding available by 20% in FFY 2002.

DVRPC, working closely with its member governments, constituents, and committees, have prepared a draft policy paper entitled: *DVRPC Policy on the Reauthorization of the Federal Aviation System Operation and Development*

Program. This policy paper focuses on those items which impact DVRPC's regional aviation priorities and needs as identified in the adopted 2025 RASP. Mr. Moog then reviewed the recommendations listed in the policy paper which included:

- funding levels for aviation projects,
- multimodal considerations,
- security investments at airports,
- airports and heliports federal grant eligibility,
- project eligibility at qualifying airports, and
- federal funding program evaluation.

The Board was requested to review the policy paper and make any further recommendations they deem necessary. Action on the policy paper will be executed at the April Board Meeting.

Colin A. Hanna, Chester County, commented on DVRPC's recommendation to add buffer protection eligibility to the purpose statement in the policy paper. He believes that PennDOT's Bureau of Aviation specifically identified additional buffer protection as an ineligible rather than an eligible activity. This discrepancy needs to be coordinated with DVRPC and PennDOT.

Mr. Coscia commented that some kind of reporting mechanism should be included in the policy paper for the block grant states showing how the funds are being distributed to the airport owners and operators.

5. Regional Citizens Committee Report

Dennis Winters, RCC Chairman, reported additional activities from the RCC meeting held on April 15, 2003. Mr. Winters pointed out the paper entitled *Measuring the Effectiveness of DVRPC Programs and Projects: Proposed Recommendations* (distributed to the Board and attached as part of these minutes). Mr. Coscia responded that the staff will review the paper and discuss, with the RCC, how to utilize these recommendations.

6. Executive Director's Report

Mr. Coscia reported on the following:

a. Emergency Preparedness Coordination Plan Meeting March 6, 2003

Mr. Coscia reported on the Emergency Preparedness Coordination Plan Meeting held on March 6, 2003. In attendance was DVRPC staff, Pennsylvania

county commissioners and the five county Emergency Service Directors. The purpose of this meeting was to discuss DVRPC's role in preparing an emergency plan. The Emergency Service Directors presented and discussed their operations and needs. Further discussions covered: (1) current operations in each county; (2) Counter-terrorism Task Force which presently exists for Southeastern Pennsylvania; (3) relationships with FEMA and PEMA; (4) interstate coordination activities with New Jersey and Delaware; (5) pending funding and legislation proposals; and (6) status of regional coordination to date. Eleven subcommittees have been formed to deal with fire, police, hazardous materials, hospitals, communications, volunteers, etc. Following the 15 elements set forth by the Federal Emergency Agency, each subcommittee meets separately to prepare a segment of the regional coordination plan. Based on the level of participation, the issues, and staff availability, the degree of progress noted among the subcommittees has varied.

The Emergency Service Directors are mostly representing the operational coordinators and first responders (fire, police, etc.) who respond in the field. However, research and data collection is limited and a comprehensive plan would be difficult for them to prepare.

Finally, the participants discussed ways in which DVRPC could assist the task force. Four jobs were identified: (1) data gathering and mapping; (2) creation of an interactive, on line, mapping and database system; (3) selecting subcommittees to compile, prepare reports, and produce a single comprehensive regional plan based upon collective subcommittee reports; and (4) identify potential funding opportunities for actions included in the plan.

The Emergency Service Directors agreed to meet again to discuss what tasks would be appropriate for DVRPC to pursue. When received, a scope of work and an agreement for DVRPC to proceed will be brought before the Board for their consideration. Additional meetings will need to take place with a larger audience; i.e. Red Cross, PEMA, FEMA, New Jersey counterparts, etc.

b. Planning at the Edge Meeting

Mr. Coscia reported that a kick-off meeting was held to discuss coordination of the counties contiguous to our nine county region. Eight of our nine counties share boundaries with one or more of the 15 counties within four states. Staff believes we should institutionalize a mechanism to coordinate with other regions. Airport systems planning already covers some other counties in Delaware and Maryland. However, in most instances, cross boundary planning is not coordinated. Communicating what issues impact our region and what issues impact outlying regions is of vital importance.

The FY 2003 DVRPC Planning Work Program includes a project for the coordination of shared-boundary regions entitled: *Planning at the Edge*. Several phases are listed for this project: (1) Phase I–Information Gathering, Issue Identification and Agency Outreach; (2) Phase II–Demographic and Transportation Information Analysis and Mapping; (3) Phase II–Defining Proposed Institutional Coordination and Information Sharing Approaches; and (4) Phase IV–Case Studies.

c. Meeting with New Jersey Department of Community Affairs and Office of the Governor Smart Growth in New Jersey

Mr. Coscia reported that the purpose of this meeting was for state officials to encourage and announce projects, policies, and programs that the various authorities are implementing which conform to the Governor's Smart Growth Program.

The Big Map (showing where growth can and cannot occur), prepared by the New Jersey Department of Environmental Protection, will be revised and finalized by December 31, 2003. The map is expected to be a part of the State Development and Redevelopment Plan in 2004.

d. Status of DVRPC's Annual Awards Dinner June 4, 2003

Mr. Coscia reported that the letter for sponsorships for the DVRPC Annual Awards Dinner has been sent.

The Awardees were announced:

New Jersey Assemblyman Louis Greenwald, Budget Committee Chairman
Former Pennsylvania Governor Mark Schweiker
Ms. Faye M. Moore, General Manager of SEPTA
University of Pennsylvania's West Philadelphia Community Development
Program
City of Camden's \$175 Million Revitalization Program
WHYY
NJN Public Television and Radio

e. Transportation Community Development Initiative (TCDI) Grants

The recommended projects for TCDI grants in Pennsylvania and New Jersey were distributed to the Board. Eighteen projects each were received from Pennsylvania and New Jersey. Funding is allotted for 15 projects in Pennsylvania and nine in New Jersey. After DVRPC committee review, the selected projects will be brought before the board for action at its April meeting.

7. Valley Forge National Historical Park Improvements

The Pennsylvania Department of Transportation, Federal Highway Administration and the National Park Service have been working closely together to develop transportation improvements needed around the park. Jack Smyth, Boles, Smyth Associates, Inc., presented and explained that a year long *Valley Forge Area Transportation Planning Study* led to recommendations and an interagency Programmatic Agreement for a range of highway and transit options.

An aerial map was distributed to the Board showing the proposed improvements, which include the Betzwood Bridge replacement, PA 23/US 422 Interchange Modernization and Valley Forge National Historic Park Gateway Design, and Route 363/US 422 Interchange Improvement Project.

8. Committee Reports

The following Committee Reports were distributed to the Board for their review:
(1) Planning Coordinating Committee/Regional Transportation Committee;
(2) Information Resources Exchange Group; and (3) Regional Aviation Committee.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:20 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for March 27, 2003
- (2) RCC Recommendations to the Board for March 27, 2003

Additional Documents Distributed to the Board:

- (1) Freight Lines, March 2003
- (2) Alert, March 2003

- (3) TravelSmart, March 2003
- (3) Alert, February 2003