

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of April 28, 2005

Location: Commission Officer
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

Brent C. Barnes

New Jersey Governor's Appointee

(not represented)

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

Larry M. King

Bucks County

Lynn Bush

Chester County

William H. Fulton

Delaware County

John Pickett
Thomas Shaffer

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann Thomas

Camden County

(not represented)

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester

(not represented)

City of Philadelphia

Gary Jastrzab

City of Camden	Edward Williams
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Joung Lee
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	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Gerald Kane
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	Kenneth Klothen
Regional Citizens Committee Chairman	Dennis Winters
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas J. Coleman, Esq.
<u>DVRPC Staff:</u>	
John J. Coscia, Donald Shanis, Barry Seymour, Thabet Zakaria, John Ward, Elizabeth	

Schoonmaker, Elise Denmon.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Brian Cuccia
Camden County	J. Douglas Griffith Curt Noe
Federal Highway Administration (New Jersey Division)	Amy Fox Tameka Macon
Federal Transit Administration	Janet Kampf
Delaware River Joint Toll Bridge Commission	Roger Sager
Cross County Connection Transportation Management Association	William Ragozine
GCUA / CS	Kevin Hagan
Residents for Regional Traffic Solutions (RRTS)	Sue Herman

Call to Order

Joanne R. Denworth, Chair, called the meeting to order at 10:37 a.m.

John J. Coscia, Executive Director presented an award to J. Douglas Griffith, Camden County's alternate to the Board. Mr. Griffith is retiring and Mr. Coscia spoke about Mr. Griffith's great working relationship and contributions to the Camden County Planning Department and DVRPC.

Mr. Griffith thanked the Board and DVRPC and stated that DVRPC played an enormous role in the many aspects of Camden County's planning. Mr. Griffith made one particular example that when Camden County had lost their GIS staff expert, DVRPC GIS staff immediately gave their assistance.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of March 24, 2005

On a **motion** by Mr. Pickett, seconded by Mr. Fulton, the minutes of the meeting of March 24, 2005 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Donald Shanis, DVRPC staff, briefed the Board on the following TIP Actions:

a. TIP Action PA05-22a: Keller Street Bridge, Bucks County

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by advancing the Keller Street Bridge project (MPMS #12955) by adding a final design phase in FY05 (220,000 Bridge/\$55,000 state) and advancing the construction (\$1.2 million bridge/\$300,000 state) from later fiscal years to FY06. This is a bridge replacement project in Bedminster Township.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

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

b. TIP Action PA05-22b: Locksley Road (Bridge) over Chester Creek, Delaware County

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by advancing the construction phase (\$1.048 million Bridge/\$197,000 State/\$65,000 Local match) from FY08 to FY05. The project will replace the bridge which is currently closed to traffic.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

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

c. TIP Action PA05-22c: Pottstown Signal System, Montgomery County

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding preliminary (\$500,000 CMAQ in FY05) and final design (\$320,000 CMAQ in FY07) phases for the Pottstown Signal System project, MPMS #48186. Further, the FY05 right-of-way phase will be removed (\$20,000 CMAQ). The project will modernize signal equipment at over 50 locations in Pottstown, Lower Pottsgrove, and North Coventry in Chester County. The township has been working with PENNDOT staff to address different corridors through the area

(including High Street, Pottstown Pike, and Schuylkill Road in North Coventry in Chester County) and will be working to coordinate with Chester County to coordinate operations of the system.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

The TIP's current conformity finding will not be impacted by this amendment. This project will be included in subsequent regional emissions analysis as required by section 93.128 of the current conformity rule.

d. TIP Action PA05-22d: Warminster Township Signal Upgrade and Closed Loop System at Street, Bristol, York, and Jacksonville Roads, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Warminster Township Signal Upgrade and Closed Loop System (MPMS #57642). \$307,000 CMAQ funds for a utility phase and \$1.568 million CMAQ for construction would be added in FY05 as the project is now ready to advance. The project will upgrade over 30 traffic signal locations, expand the closed loop system to the entire Township system, and enable traffic responsive operation along key corridors. The design of the system was funded locally.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

The TIP's current conformity finding will not be impacted by this amendment. This project will be included in subsequent regional emissions analysis as required by section 93.128 of the current conformity rule.

e. TIP Action PA05-22e: Woodbourne Road Circuitry, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding this project, Woodbourne Road Circuitry with \$70,000 (\$56,000 HWY/\$14,000 State). This project is a component of the railroad Highway Grade Crossing program to reimburse the CSX Railroad for utility work.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

The TIP's conformity finding will not be impacted by this modification as this

project is exempt.

f. TIP Action PA05-22f: Route 309 Intelligent Transportation System (ITS) Integration, Montgomery County

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding the construction phase to the Route 309 ITS Integration project (MPMS #69799). This new project was added to the TIP in the fall of 2004 with a \$400,000 utility phase, acknowledging a multi-million construction phase would advance at a later date. The project can advance now with a \$15 million construction phase (\$12 million Highway/\$3 million State) in FY06 and will provide for the cost of installing ITS elements (conduit, junction boxes, and fiber optics) for the full length of the Route 309 Reconstruction project between Cheltenham Avenue and PA Route 63 in Montgomery County. In addition, ITS infrastructure components would be installed along the Pennsylvania Turnpike between the 309 Fort Washington Interchange and the Plymouth Meeting/Blue Route/I-476 Interchange of the Turnpike in order to better coordinate activity on the two facilities and tie the system into PENNDOT's central Control Center in King of Prussia. Some ITS costs were originally built into the various sections of the Route 309 project, but mostly for conduit and junction boxes. This project represents the major cost component for the ITS work for Route 309, a 15 mile/\$400 million major reconstruction project.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

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

g. TIP Action PA05-22g: Route 309, Church Road to Highland Avenue, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by federalizing the PA Route 309, Church Road to Highland Avenue project (MPMS #16476). This section of the Route 309 project is currently programmed with 100% state funds. All state funds for this project would be converted to a 80%federal/20% state split. This project was initiated using the federal/state funding scenario several years ago for design, and must continue in that manner according to PENNDOT guidelines.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

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

h. TIP Action PA05-22h: West Bank Greenway, Bicycle and Pedestrian Enhancements

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding this project back into the TIP with \$624,000 CMAQ/\$156,000 Local Match for construction in FY05. The West Bank Greenway project entails scenic beautification and creation and enhancement of pedestrian/bicycle paths along portions of the Schuylkill, with the goal of connecting 30th St. Station, the Philadelphia Museum of Art, the Philadelphia Zoo, East and West segments of Fairmount Park, and the River Park. Streetscaping and landscaping are included.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

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

i. TIP Action PA05-22i: Falls Township Community Connector Trail, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding this project back into the TIP with \$850,000 Transportation Enhancement funds for construction in FY05, acknowledging a 20% Toll Credit Match. The project provides for construction of a 2.5 mile, 8-foot wide pedestrian/bicycle trail system providing a direct link between the residential communities of Levittown, Wheetshleaf, and several mobile home parks to the Falls Township Community Park and the Delaware Canal State Park Towpath. Pedestrian enhancements along the trail are included.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

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

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Actions PA05-22a, PA05-22b, PA05-22c, PA05-22d, PA05-22e, PA05-22f, PA05-22g, PA05-22h, and PA05-22i.

Favorable recommendation was also received from the Regional Citizens

Committee (RCC) that the Board approve TIP Actions PA05-22a through PA05-22i. The RCC also recommends, where applicable, for these TIP Actions that bicycle/pedestrian facilities be included in the projects. The RCC also recommends for TIP Action PA05-22c that adjacent roads/intersections in neighboring townships should be part of an upgrade in another phase of this work.

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

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

- (1) TIP Action PA05-22a: PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a final design phase in FY05 (\$220,000 Bridge/\$55,000 State) and advancing the construction phase from later fiscal years to FY06, for the Keller Church Road Bridge project (MPMS #12955).
- (2) Action PA05-22b: PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by advancing the construction phase (\$1.048 million Bridge/\$197,000 State/\$65,000 Local match) of the Locksley Road (Bridge) project (MPMS #47988) from FY08 to FY05.
- (3) TIP Action PA05-22c: PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a preliminary engineering phase (\$500,000 CMAQ) in FY05, a final design phase in FY07 (\$320,000 CMAQ), and removing the FY05 right of way phase (\$20,000) of the Pottstown Area Signal System Upgrade project (MPMS #48186).
- (4) TIP Action PA05-22d: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a utility phase (\$307,000 CMAQ) and construction phase (\$1.568 million CMAQ) to FY05 for the Warminster Township Signal Upgrade Closed Loop System at Street, Bristol, York and Jacksonville Roads (MPMS #57642).
- (5) TIP Action PA05-22e: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Woodbourne Road Circuitry project (MPMS #66521) with a FY05 construction phase (\$56,000 HWY/\$14,000 State).
- (6) TIP Action PA05-22f: PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a \$15 million construction phase to the Route 309 ITS Integration project (MPMS #69799). Construction will be programed for \$5 million in FY06, FY07, and FY08, with an 80% federal/20% state split.
- (7) TIP Action PA05-22g: PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by federalizing the FY05 (\$15 million),

FY06 (\$13 million), and FY07 (\$12.844 million) construction phases of the Route 309 Church Road to Highland Avenue project (MPMS #16476). Construction will be programed with an 80% federal/20% state split instead of 100% state funds.

(8) TIP Action PA05-22h: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the West Bank Greenway project (MPMS #17791 with a FY05 construction phase (\$624,000 CMAQ/\$156,000 Local Match).

(9) TIP Action PA05-22i: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Falls Township Community Connector project (MPMS #50517) back into the TIP with \$850,000 Transportation Enhancement funds for construction in FY05, acknowledging a 20% Toll Credit Match.

j. TIP Action PA05-23a: Chester Valley Railroad Jury Award, Chester County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project to the TIP, the Chester Valley Rail Line, MPMS #14544. PENNDOT acquired a portion of the Chester Valley Rail Road right of way several years ago as part of the federally funded Route 202 Exton Bypass project. PECO subsequently filed suit against PENNDOT relating to the proper value of the property, and a judgement was recently made in PECO's favor. PENNDOT has been ordered to pay PECO an additional \$8.913 million (\$8.022 million federal highway/\$891,000 state) for the value of the right-of-way. This action programs \$8.913 million in FY05 for right of way to accommodate this judgement.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority. The TIP's conformity finding will not be impacted by this modification as this project is exempt.

k. TIP Action PA05-23b: Moods Covered Bridge, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new state funded project to the TIP, the Moods Covered Bridge Replacement project (MPMS #72644) at a cost of \$550,000. The Moods Covered bridge was totally destroyed by a fire set by arsonists in June of last year. Built in 1874 the bridge crossed the east branch of the Perkiomen Creek and was one of about a dozen covered bridges remaining in Bucks County. PENNDOT gave the bridge a major facelift in 1997 and plans to replace the bridge with a single lane wood structure. The bridge had been closed in January 2004 after a trash truck got stuck inside the bridge and destroyed much of the supporting structure. The request is to program \$50,000 (\$40,000 state/\$10,000 local match) each for preliminary engineering and final design in FY05, and \$450,000

(\$360,000 state/\$90,000 local match) for construction in FY06.

Financial Constraint will be maintained as this project uses state funds.

The TIP's conformity finding will not be impacted by this modification as 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. Fulton, seconded by Mr. Hayden, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-23a: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Chester Valley Railroad Right of Way Jury Award project (MPMS #14544) with a FY05 right of way phase (\$8.022 million HWY/\$891,000 State).
 - (2) TIP Action PA05-23b: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Moods Covered Bridge project (MPMS #72644) with both preliminary engineering and final design in FY05 (\$40,000 State/\$10,000 Local) and construction in FY06 (\$360,000 State/\$90,000 Local).
- i. TIP Action PA05-23c: Route 30 Concrete Rehabilitation and Overlay, Chester County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new state funded project to the TIP, Concrete Rehabilitation and Overlay project for Route 30, MPMS #72749. This project would provide for resurfacing to extend the life of the roadway for approximately 6 miles of Route 30 between Route 10 in Sadsbury and Route 82 in Coatesville. Construction would be programmed in FY05 (\$1.697 million state) and FY06 (\$1.303 million state).

Financial Constraint will be maintained as this project uses state funds.

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

- m. PA05-23d: Bristol Pike / Route 13, Pennsylvania 413 to Levittown Parkway Restoration, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new state funded project to the TIP, Bristol Pike/Route 13, PA 413 to Levittown Parkway Restoration, Signal Upgrade and Closed Loop System (MPMS #47392) with a \$1.720 million preliminary engineering phase in FY05, acknowledging Toll Credit Match. The purpose of the project is to bring the 4 miles of roadway up to a state of good repair by restoring the pavement

through base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements as necessary. Construction for this project is estimated at \$30 million and would be funded through the Betterment Line item in Later Fiscal Years.

Financial Constraint will be maintained as this project draws down from the Betterment Line Item, MPMS #17876.

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

n. TIP Action PA05-13e: PA 263 / Old York Road, County Line Road to PA 413 Concrete Rehabilitation and Overlay, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new state funded project to the TIP, PA 263/Old York Road: County Line Road to PA 413 Concrete Rehabilitation and Overlay (MPMS #50633) with a \$1.510 million state funded preliminary engineering phase in FY05. The purpose of the project is to bring the 8 miles of roadway up to a state of good repair by restoring the pavement through base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements as necessary. The construction for this project is estimated at \$32 million, and would be drawn from the Betterment Line item in 3-4 years.

Financial Constraint will be maintained as this project phase is using state funds.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA05-23c, PA05-23d, and PA05-23e.

Favorable recommendation was also received from the RCC with a note that bicycle and pedestrian accommodations should be included in these projects.

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

MOTION by Ms. Bush, seconded by Mr. Hughes, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-23c: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new state funded project, the Route 30 Concrete Rehabilitation and Overlay project (MPMS #72749) with construction in FY05 (\$1.697 million State) and FY06 (\$1.303 million State).
- (2) TIP Action PA05-23d: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the

Bristol Pike/Route 13, PA 413 to Levittown Parkway Restoration project (MPMS #47392) with a \$1.720 million preliminary engineering phase in FY05, acknowledging Toll Credit Match and an estimated construction cost of \$30 million in Later Fiscal Years to be drawn from the Betterment Line Item.

- (3) TIP Action PA05-23e: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new state funded project, PA 263/Old York Road: County Line Road to PA 413 Concrete Rehabilitation and Overlay (MPMS #50633) with a \$1.510 million preliminary engineering phase in FY05, acknowledging a \$32 million construction phase be drawn from Betterment Line Item in Later Fiscal Years.

- o. TIP Action PA05-24a: Montgomery County ITS, Pennsylvania Turnpike, Northeast Extension / Corridor Incident Traffic Management, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project into the TIP, the Montgomery County ITS, PA Turnpike NE Extension/Corridor Incident Traffic Management Project with \$80,000 federal highway funds/\$20,000 state match in FY05. This project will develop a Unified Traffic Management and Signal Coordination Plan within the Pennsylvania Turnpike Northeast Extension (I-476)/PA 309 Corridor to handle both routine traffic conditions and diversions from the Turnpike. A component of the DVRPC Work Program, this project will provide for a detailed inventory of traffic signal equipment on a network of highways within the corridor and development of cost estimates to make equipment consistent. The project will also identify closed loop subsystems and priorities within the corridor, requirements for linking the system to PENNDOT's Traffic Control Center, and recommendations for a trail blazer signage plan.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

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

- p. TIP Action PA05-24b: Bristol Road Intersection Improvements, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project into the TIP, the Bristol Road Intersection

Improvements project, (MPMS #13727). This project was first initiated several years ago, but did not advance past design. PENNDOT's request is to add the project back into the TIP, with \$291,000 STU/\$73,000 State match for utility in FY05, \$1.6 million STU/\$400,000 State match for right of way in FY05, with construction programmed in the future for approximately \$2.9 million. The project would widen Bristol Road to provide a continuous center turn lane for 2.3 miles between Old Lincoln Highway and Hulmeville Road in addition to signal improvements at 7 intersections, and milling, overlay and drainage improvements. This project has been submitted to the Transportation Conformity Interagency Consultation Group (TCICG) for review and comment about the project's non-exempt coding relative to air quality, and the need to be included in the region's conformity analysis.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed combined with additional funds made available to the region due to increased federal obligation authority.

Conformity will be addressed at the DVRPC Board meeting. This project has been submitted to the Transportation Conformity Interagency Consultation Group (TCICG) for review and comment about the project's non-exempt coding relative to air quality, and the need to be included in the region's conformity analysis.

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

MOTION by Mr. Hughes, seconded by Mr. Barnes, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-24a: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Montgomery County ITS, PA Turnpike NE Extension/Corridor Incident Traffic Management Project with \$80,000 federal highway funds/\$20,000 state match in FY05.
 - (2) TIP Action PA05-24b: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project into the TIP, the Bristol Road Signal Improvement project (MPMS #13727) with a utility phase (\$291,000 STU/\$73,000 state) and right of way phase (\$1.6 million STU/\$400,000 State) in FY05 and construction anticipated at \$2.9 million in Later Fiscal Years.
- q. TIP Action PA05-25: Transportation and Community Development Initiative (TCDI), Pennsylvania Project Funds for FY05 Round, Various Counties

DVRPC requests to modify the FY2005-2008 TIP for Pennsylvania by adding \$1 million STU funds/\$250,000 Local match to the FY05 phase of this project to be made available for project funds for the FY06 round of the Transportation

and Community Development Initiative (TCDI). The TCDI program provides 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. A recent action by the DVRPC Board provided for the administration costs as part of the FY06 DVRPC Work Program. This action allows the funding to be in place for the call for projects that will occur in FY06.

Financial Constraint will be maintained as additional federal funds were made available to the state through additional federal obligation authority. The TIP's conformity finding will not be impacted by this modification as 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. Pickett, seconded by Mr. Jastrzab, that the Board approve TIP Action PA05-25 , DVRPC's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the \$1 million STU/\$250,000 Local match TCDI Project Funds to FY05 for Pennsylvania (MPMS #64652) for the FY06 call for projects.

3. FY 2006 DVRPC Planning Work Program (PWP) Amendments

a. Pennsylvania Borough Mapping

Barry Seymour, DVRPC Staff, explained to the Board that PENNDOT has requested that DVRPC prepare a borough map for each borough in Bucks, Chester, Delaware, and Montgomery counties. PENNDOT Borough Maps depict all roads under the Liquid Fuels Program with names and segment lengths. Source information, training, and project specifications will be provided by PENNDOT. DVRPC will perform all work using MicroStation software in accordance with PENNDOT procedures and all information and activities will be coordinated.

The total cost of this project is \$250,000 funded by the Pennsylvania Department of Transportation

Favorable recommendation was received from the PCC/RTC that the Board approve amending the DVRPC PWP to include the Pennsylvania Borough Mapping.

The RCC recommended that the Board add the Pennsylvania Borough Mapping to the DVRPC PWP, however the RCC asks that DVRPC include abandoned rail rights-of-way in this mapping effort.

Mr. Coscia responded that the RCC's recommendation will be discussed with PENNDOT.

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

MOTION by Mr. Fulton, seconded by Mr. Hayden, that the Board amend the DVRPC FY2006 Planning Work Program to add the Pennsylvania Borough Mapping to prepare a borough map for each of the boroughs in Bucks, Chester, Delaware, and Montgomery counties, in accordance with technical guidance prepared by PENNDOT.

b. PA 100 Safety Study for Northern Chester County

Dr. Shanis explained to the Board that a nine mile section of PA 100 from Font Road in Upper Uwchlan Township to South Hanover Street in North Coventry has

safety problems. The facility is primarily a two-lane road, but is supplemented with turning lanes at selected intersections and an auxiliary truck lane north of PA 23.

Municipalities along the corridor will be asked to join a task force to guide the identification of safety issues based on a detailed analysis of crash records. The study will make recommendations such as: median treatments, surface and pavement modification, drainage improvements, speed enforcement and Intelligent Transportation System improvements.

Another feature of the project is to assess the impacts of land use changes in the five study corridor municipalities. Access management techniques and developments controls will be reviewed to control the corridor travel demand. Discussions with local officials and the public will be integrated with all the work elements to insure consistency with local goals and Chester County Plans.

Favorable recommendation was received from the PCC/RTC and the RCC to include the Safety Study for Northern Chester County in the DVRPC PWP.

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

MOTION by Mr. Fulton, seconded by Mr. King, that the Board amend the DVRPC FY 2006 Work Program to include the PA 100 Safety Study for Northern Chester County.

c. Bucks County Regional Traffic Study

Dr. Shanis explained to the Board that the Pennsylvania House of Representatives David J. Steil and Scott A. Petri have been instrumental in forming a Regional Traffic Planning Task Force comprised of elected officials, citizens and stakeholders in seven municipalities including and surrounding the Borough of Newtown in lower central Bucks. The Task Force has been meeting regularly to identify its concerns and has recently formulated a study work

program to comprehensively address heavy truck travel along a specific set of study area highways (generated by four quarries in Wrightstown Township), and general traffic circulation deficiencies in the broad study area.

The representatives have also been successful in securing funding from the Pennsylvania Department of Community and Economic Development and the Pennsylvania Department of Transportation to conduct the study. The objective of the study will be to identify viable immediate, short-term, and long-term recommendations to ensure regional safety and mobility, adequate accommodation of all legal road users, and the provision of reasonable access to and from the quarries. Recommendations will consider engineering, enforcement, and education measures. Secondary impacts resulting from the recommendations will also be considered.

The proposed study will be managed by the staff of the Delaware Valley Regional Planning Commission with the direct participation of regional traffic planning task force,. Technical work will be prepared by staff and supported with the assistance of an engineering consultant. The engineering consultant will prepare special traffic studies along 18 corridors in the study area to be in compliance with PENNDOT's provisions. DVRPC staff will conduct data collection, background research, outreach, and regional analyses: to blend the findings of the corridor recommendations / secondary impacts with regional needs.

The total cost of this project is \$360,000 funded by the Pennsylvania Department of Community and Economic Development (\$200,000) and the Pennsylvania Department of Transportation (\$160,000).

Sue Herman, President, Residents for Regional Traffic Solutions (RRTS), addressed the Board. Ms. Herman believes that some important items which RRTS has recommended have been excluded from the work program project description for this study. Ms. Herman urged the DVRPC staff to include in the scope of work a feasibility study for a rail alternative for hauling stone and have representation from the Goods Movement Task Force to support this issue.

Ms. Herman also urged DVRPC not to acknowledge politicians' opinions that the feasibility study is uneconomical. Residents need DVRPC to take the lead in acting as a coordinating consultant to study the feasibility of using rail to haul stone and work with the Federal government to determine if this can be achieved.

Mr. Coscia responded that DVRPC will make an effort to incorporate the RRTS recommendations into the scope of work. However, Mr. Coscia did caution Ms. Herman that the individuals who are directing the study are the municipalities and they need to agree to any refinements in the scope of work.

Favorable recommendation was received from the PCC/RTC that the Board amend the DVRPC PWP to include the Bucks County Regional Traffic Study.

The RCC recommended that the Board make the following changes to the scope of work for this project.

- Replace the goal statement with “*perform the work as outlined in the Scope of Work: Bucks County Regional Traffic Study dated March 17,2005.* This will ensure that the many concerns and facets of the study outlined in the “Scope” are considered by the DVRPC, even though they were excluded from the Tasks list for the project.
- Add this statement to Section 1.1 - Background of the aforementioned “Scope”: *Rail line extends through the upper part of the county and extends to most of the quarries. The possibility exists to have a sand/stone backhaul to South Jersey.*
- Add a rail representative from the Goods Movement Task Force to the major stakeholders list in Section 1.2 - Coordination and Project Meetings of the aforementioned “Scope”.

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

MOTION by Ms. Bush, seconded by Mr. Hayden, that the Board amend the DVRPC FY2006 Work Program to include the Bucks County Regional Traffic Study as revised and directed by the Task Force of municipal officials guiding the study.

4. Authorization to Open a Public Comment Period for the Draft DVRPC New Jersey FY 2006-2008 Transportation Improvement Program (TIP), the Long Range Plan Known as Destination 2030 , and the Associated Air Quality Conformity Determination

Dr. Shanis explained to the Board that the Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. These same laws and regulations require the MPO to develop a long range regional plan to set policy for transportation improvements for a 20 year period. The creation of both the TIP and the Plan are to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. A 30-day public comment period must be conducted prior to a formal action to adopt the TIP or Plan.

The Clean Air Act Amendments of 1990 (CAAA) require that Transportation Plans and Programs conform to the applicable State Implementation Plans (SIP) for air quality and follow the Final Conformity Rule provided by US EPA and DOT. Funding of new projects in non-attainment areas such as the DVRPC region is dependent upon the TIP and Plan being found to conform to the purposes of the SIP and the CAAA. TIPs may be determined to conform if their projects are drawn from conforming plans.

Every year DVRPC develops a TIP that covers the New Jersey portion of the region. The development of the DVRPC FY 2006-2008 TIP for New Jersey has been underway since October. The New Jersey Subcommittee of the RTC and DVRPC staff have been working in concert with NJDOT, NJ TRANSIT, and DRPA on a draft TIP that meets the requirements of TEA21, including those for financial constraint.

Concurrently, DVRPC has been working with our Pennsylvania and New Jersey planning partners since last fall to complete the required three year update to the long range plan. The new plan to be known as Destination 2030 seeks to integrate a land use, environmental and economic vision for the region with a transportation planning agenda for the future. **The Long Range Plan addresses all transportation modes with aviation, goods movement, bicycle/pedestrian and operations being highlighted, in addition to the traditional emphasis on highway and transit modes**

The Draft Plan, TIP, and Conformity documents will be available for public review by May 2, with the public comment period running for 31 days through June 2. This will allow time for staff and the appropriate subcommittees to review the public and agency comments, to compile summary documents, as necessary, for the RTC and RCC, and to assist the RTC with its recommendations to the Board for adoption of both the final TIP and Plan at the June 2005 meeting.

Therefore, the RTC has recommended that the Board at its April meeting authorize staff to open a 30-day public comment period with proper public notification, publish the draft TIP, Plan, **and Conformity** documents on the Internet, make copies available at certain public libraries, and hold public meetings in Pennsylvania and New Jersey. This public comment period will also be conducted in coordination with NJDOT so as to satisfy their need for public involvement on the Statewide Transportation Improvement Program (STIP).

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

MOTION by Ms. Paul, seconded by Mr. Barnes, that the Board authorize staff to open a 30-day public comment period for the purpose of gathering public and agency comments on the draft 2006 Transportation Improvement Program (TIP) for New Jersey (FY2006-2008), for the update of the long range plan Destination 2030, and, for the associated Air Quality Conformity determination. Staff will issue proper public notification, publish the draft TIP, Plan, and Conformity documents on the Internet, make copies available at certain public libraries, and hold public meetings in New Jersey and Pennsylvania.

5. Delaware Valley Regional Intelligent Transportation System (ITS) Architecture

Dr. Shanis explained to the Board that TEA-21 required that all Intelligent Transportation System (ITS) projects using federal funds must conform to the National ITS Architecture. The Architecture establishes a common framework for planning, defining, and integrating intelligent transportation systems. If all ITS projects adhere to the National Architecture, it would result in greater interoperability among agencies, that is the ability to communicate and share

information with each other; it would also lessen the reliance on proprietary equipment, which drives up the cost of ITS projects.

DVRPC's ITS Technical Task Force developed a regional ITS Architecture that is consistent with the National ITS Architecture. It was a very interactive process between the Task Force and DVRPC staff which took approximately two years to complete. At the core of the architecture is a series of diagrams which document the types of information to be shared, such as incident information, traffic coordination information, or transit system data. Since the Architecture was published in March 2001, it has been successfully used in defining information needs in ITS projects throughout the region.

Subsequent to the completion of the DVRPC Regional Architecture, USDOT promulgated federal ITS regulations, as per TEA-21, which include a requirement that all projects with an ITS component must be consistent with a regional ITS architecture. This became effective April 8, 2005. According to the regulations, regional architecture boundaries do not necessarily have to coincide with MPO boundaries, but the architecture must conform to the National ITS Architecture.

In response to the federal regulations, PennDOT hired a consultant to prepare architectures for the regions outside Philadelphia and Pittsburgh which already had architectures. In New Jersey, a joint effort produced a Statewide Architecture and Regional Architectures for North Jersey Transportation Planning Authority (NJTPA) and the South Jersey Transportation Planning Organization (SJTPO). The other two MPOs in New Jersey have officially adopted their regional architectures, DVRPC has been asked by NJDOT to officially adopt our Architecture.

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

MOTION by Ms. Paul, seconded by Mr. Barnes, that the Board adopt the Delaware Valley ITS Regional Architecture by passing Resolution No. B-FY05-007 (copy attached).

6. Appointment of Nominating Committee for Fiscal Year 2006 DVRPC Board

Officers

Chair Denworth announced the nominating committee for Fiscal Year DVRPC Board officers as follows:

Joanne R. Denworth, Pennsylvania Governor's Policy Office, Chair
Thomas J. Gurick, Camden County
Charles H. Martin, Bucks County
Jerald R. Cureton, Esq., Burlington County
Larry M. King, Pennsylvania Department of Transportation
Brent Barnes, New Jersey Department of Transportation
Maxine Griffith, City of Philadelphia

7. Regional Citizens Committee (RCC) Report

Dennis Winters, Chairman, reported that the RCC meeting minutes of April 19, 2005 were distributed to the Board for their review.

8. 2005 Public Opinion Survey

Barry Seymour, DVRPC staff, explained that as an element of the Year 2030 Plan, DVRPC undertook a public opinion survey of residents of the Delaware Valley region. This survey was taken to generate public input on land use and transportation issues that will inform and challenge DVRPC as we develop our long-rang plan for 2030. Seventy-five completed interviews were taken from each county totaling 675 interviews. The interviews were conducted by telephone by an independent field research facility. The calls were made during the day, at night and on weekends.

Mr. Seymour then presented charts for each question asked of the respondents and the results of their answers (distributed to the Board).

9. City-Suburb Collaboration

Mr. Seymour presented to the Board an assessment and analysis of the barriers and opportunities for direct collaboration between the cities of Philadelphia and Camden and their adjoining suburban neighbors. The DVRPC report (distributed to the Board) entitled: *Realizing Density - Strategies for Compact Suburban Development* identifies 34 strategies which are underway in terms of direct collaboration between the cities and their suburban counties. The strategies break out into six categories such as joint highway planning, joint open space and recreation initiatives, joint infrastructure efforts, joint watershed planning, joint revitalization initiatives, and direct inter-municipal cooperation.

Certain barriers which limit opportunities for collaboration are political support, funding, property taxes, physical barriers, institutional issues and general lack of trust.

Mr. Seymour commented that 25 potential projects are identified in the DVRPC report which show potential areas of collaboration which could be supported. Pilot projects are already underway and the next phase of this study will be entitled *Building Bridges*, and the last phase will be entitled *Coming Home*.

10. Committee Reports

The following committee reports were distributed to the Board for their review:

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Land Use and Development Committee / Regional Housing Committee; and
- (3) Goods Movement Task Force

11. Executive Director's Report

a. Status Report of DVRPC Office Relocation to ACP

Mr. Coscia reported that DVRPC's office relocation is on schedule and the physical move will take place on May 5 through May 8.

Mr. Coscia announced that Board members should park at the National Constitution Center parking garage for future DVRPC meetings (maps of parking facilities were distributed to the Board).

Mr. Coscia also announced that a list of visitors for DVRPC committee meetings will be given to the security guard. All visitors must check in at the lobby, give their name to the guard, and obtain a visitor pass before taking the elevator to the DVRPC offices on the 8th floor.

b. Update of Annual Dinner Scheduled for June 7, 2005

Mr. Coscia reported that all chosen individuals to be honored at the dinner have accepted. Board members will be requested to present awards. Sponsorship letters have been sent and the invitations will be mailed shortly.

c. Governor's Award to Richard Bickel, DVRPC Staff

Mr. Coscia announced that Richard Bickel, AICP, Deputy Director of Regional Planning for DVRPC has received the Governor's Award for Local Government Excellence (press release distributed to the Board). Mr. Coscia also mentioned that Mr. Bickel was the principal drafter of Act 230 of 2004, the Transit Revitalization Investment District legislation.

d. Transportation Solutions Conference Proceedings, March 9-10, 2005

Mr. Coscia reported that the Transportation Solutions Conference Proceedings has been distributed to the Board their information and use.

e. DVRPC FY 2006 Planning Work Program

Mr. Coscia reported that DVRPC's FY 2006 Planning Work Program is available.

12. One Minute Reports

Cheryl Spicer, PATCO, reported that the SmartCard fare collection initiative will go to preliminary design in June. Ms. Spicer also noted that the SmartCard will be transferrable from PATCO and the RiverLine.

Kenneth Hughes, Montgomery County, thanked the PENNDOT representatives for their hard work in helping SEPTA with their financial crisis and for the coordination of the numerous TIP actions.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:25 p.m.

Attachments:

- (1) Resolution No. EC-FY05-007
- (2) PCC/RTC Recommendations to the Board for April 28, 2005
- (3) RCC Recommendations to the Board for April 28, 2005

Additional Documents Distributed to the Board:

- (1) *Alert*, April 2005
- (2) *TravelSmart*, April 2005
- (3) DVRPC Regional Data Bulletin entitled: *Population and Employment Estimates, 2000-2030 Nine-county DVRPC Region*
- (4) DVRPC Brochure entitled: *Destination 2030 ... A Vision for the Future*
- (5) DVRPC Report entitled: *Realizing Density - Strategies for Compact Suburban Development*

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of meeting of September 24, 1998

Location: Commission Offices Bourse Building, 8th Floor 1 1 1 South Independence Mall, East Philadelphia, PA 19106

Membership Present	Representative
New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy Carson
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Department of Transportation	Gerald Fritz
Bucks County	Robert Moore
Chester County	Colin A. Hanna Charles C. Coyne William Fulton
Delaware County	John E. Pickeft
Montgomery County	Kenneth Hughes
Burlington County	Ridgeley P. Ware Carol Ann Thomas
Camden County	Gail Elbert
Gloucester County	Charles Romick

Mercer County	Donna Lewis
City of Chester	(not represented)
City of Philadelphia	Denise L. Goren
City of Camden	Edward Williams
City of Trenton	Andrew Carten
Non-Voting Members	
Federal Highway Administration	
New Jersey Division	(not represented)
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 11	(not represented)
New Jersey Office of State Planning	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Robert G. Schwab
Delaware River Port Authority	(not represented)
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Lou Guerra
Pennsylvania Department of Community and Economic Development	(not represented)

DVRPC Counsel

Pennsylvania Co-Counsel Kenneth Zielonis New Jersey Co-Counsel Thomas Coleman

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

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney
Al Prant

U.S. Department of Transportation
(Philadelphia Metro Office)

Janet Kampf

New Jersey Governor's Authorities Unit

Christine Leone-Zwilling

Delaware County

Thomas Shaffer

Philadelphia International Airport

Dennis Bouey

Call to Order

Chairman Hanna called the meeting to order at 10:35 a.m.

A warm welcome was given to Christopher G. Patton, Director of Capital & Long Range Planning, SEPTA. Mr. Patton replaces Richard Bickel as SEPTA's alternate representative to the Board.

Chairman Hanna awarded Ridgeley P. Ware, Burlington County, a gift for his dedicated service as Chairman of the Board from July 1, 1997 through June 30, 1998. Chairman Hanna also awarded John R. Maier a gift, who has resigned as the Gloucester County representative. Mr. Maier has over 23 years of dedicated service to the DVRPC Board.

Public Comments

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

1. Minutes of Meeting of July 23,1998

On a **motion** by Mr. Ware, seconded by Ms. Goren; the minutes of July 23, 1998 were approved as distributed.

2. FY 1997-2000 Transportation Improvement Program (TIP) Amendments

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

- a. Amendment 9749 - US 202/Wesftown Road Interchange Improvements
(Chester County)

Chester County has requested that DVRPC amend the TIP by adding the construction phase of the US 202/Wesftown Road Interchange Improvement project at a total cost of \$540,000 (\$432,000 federal, \$108,000 state). The project includes the signalization and channelization of the interchange. The engineering and right-of-way phases were completed using 100% local funds.

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

- b. Amendment 9750- PA 132, Street Road Improvements (PennDOT)

PennDOT has requested that DVRPC amend the TIP by advancing the construction phase of the PA 132, Street Road Improvement project (TIP #5644) from FY2000 to FY1998 and increasing the amount programmed for construction from \$2.2 million to \$5.230 million. The \$3.03 million increase in construction cost is due to unanticipated drainage corrections.

This amendment will not alter the TIP's conformity finding since the concept and design scope of the project have not changed.

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

MOTION by Ms. Goren, seconded by Mr. Carson; that the Board approve amending the FY 1997-2000 TIP as follows:

- a. Amendment 9749 - Chester County's request to include construction funds in FY 1998 for the signalization and channelization of the US 202 Westtown Road interchange, using \$540,000 in STP funds (80% federal, 20% state), and maintaining financial constraint by deferring the construction phase of TIP #8713, PA 113 Ridge Pike to PA 29

4

B-9/24/98

Restoration in Montgomery County as agreed to be Montgomery County.

- b. Amendment 9750 - PennDOT's request to advance the construction phase of the signalization and channelization of PA 132, Street Road, in Upper and Lower Southampton and Bensalem Townships in Bucks County, from FY 2000 to FY 1998 (80% federal STP, 20% local) to reflect updated cost estimates, using funds from TIP #5651, PA 413, New Rodgers Road Corridor Improvement, and maintaining financial constraint by deferring the construction phase of TIP #0511, I-95 Phase I reconstruction, which has been delayed.

3. Regional Citizens Commiffee (RCC) Report

Dennis Winters, RCC Chairman, reported the activities of the RCC meeting of September 8, 1998. Mr. Winters called the Board's attention to the recommendations to the Board for September 24, 1998 (copy attached). Specifically, he reported on the RCC recommendations for inclusion into DVRPC's FY 2000 Planning Work Program. The Board requested clarification of the RCC's *Community Based Transit Service* recommendation. Mr. Winters explained that the RCC believes the wording under "New Project Description" in the FY 2000 Planning Work Program is misleading and inappropriate for this item. Since these services are not really community based but provide services from regional rail lines to jobs, it would be more appropriate to describe these services as access-to-jobs or reverse commute. It was agreed that the "New Project Description" for this item could be appropriately revised in the FY 2000 Planning Work Program.

Mr. Winters also reported that the RCC requests John J. Coscia, Executive Director, reiterate to the DVRPC staff the criteria for presenting highway and transit projects at the RCC meetings. He also requested that the Board support citizen involvement in the CMAQ and TE ranking process. Mr. Coscia assured Mr. Winters that attention would be given to these two matters.

Lastly, Mr. Winters stressed the RCC's support for the inclusion of housing studies in the FY 2000 Planning Work Program.

4. Philadelphia International Airport Expansion Plan

Dennis Bouey, Director, Philadelphia International Airport, presented to the Board the Airport Expansion Plans. Mr. Bouey pointed out the significant impact airports have on the economy and that expansion and continuous improvements are of great importance. Philadelphia is no exception and the plans for its expansion must be completed. The expansion plans for the Philadelphia International Airport

include: (1) a new International Terminal, (2) new gates for aircraft, (3) new

commuter facilities, (3) a hydrant system for fuel, (4) improved vehicle entrance and exit ramps, and (5) a new parking garage.

5. Status of a Unified County and City GIS System

At its meeting of July 23, 1998, the Board requested DVRPC to survey member governments and operating agencies as to their needs for GIS applications as they relate to transportation planning. It is hoped that this effort will achieve a unified region-wide GIS system.

Michael Ontko, DVRPC staff, briefed the Board on the results of the survey (distributed to the Board) thus far. The survey requested objectives in a three-part question: a) what is your present system, b) what are your short-term plans, and c) if there were no constraints what would you want to achieve? Also, the survey requested listing the following components which are currently being used as follows: (1) hardware, (2) network, (3) OS/Platform, (4) Internet, (5) GIS Software, and (6) database.

The most common theme thus far from those responding is the desire for an appropriate digital imagery resource to be used for development of the controlled map base.

Staff will continue to gather responses from those counties, cities and operating agencies who have not responded and continue to report their findings to the Board.

6. Financial Guidance Received from PennDOT for the Development of the Pennsylvania TIP

Charles Dougherty, DVRPC staff, presented to the Board the status of the FY 1999-2002 Pennsylvania TIP. After explaining the new coordinated process being employed by PennDOT, the MPO's and LDD's in the state to re-engineer the TIP and Plan process, he presented a summary of the draft version of the PennDOT financial guidance for the FY 1999 program. Two categories for the distribution of funds have been established. These are: Core Program (highway funds, bridge funds, STU and CMAQ), and Add-Ons (Demo funds, federal aided interstate funds, Appalachian Development highway systems, transportation enhancement funds, and transportation safety program funds).

A concern was raised by the Board that some of the preliminary technical decisions already made on the CMAQ funding process may not concur with the federal guidelines. Federal guidelines for CMAQ projects include recommendations from stakeholders, community groups and non-profit organizations and these groups should be included in the process. Mr. Coscia stated that staff will prepare a "white

paper" and assured the Board that the process will be open to include all the stakeholders involved.

The FY 1999 TIP Schedule is as follows: (1) November 1998 - release of draft for 30-day public comment period, (2) December 1998 - public meetings and summary of comments, and (3) January 1999 - development of final recommendations and Board adoption of final TIP.

7. Executive Director's Report

a. Pennsylvania State Transportation Commission (STC) Meeting of August 28, 1998

Mr. Coscia reported on the Pennsylvania STC meeting of August 28, 1998 in Plymouth Meeting. A very enjoyable bus tour was given by PennDOT. Some of the sites visited were: the Packer Avenue Marine Terminal, the Philadelphia Navy Base, and the sites of several highway projects.

b. U.S. DOT Meeting of September 8, 1998

Mr. Coscia reported that U.S. DOT held a very well attended "listening" session on the TEA-21 on September 8, 1998 in the Harrisburg area. At the request of U.S. DOT, he gave a welfare-to-work statement and presentation at the meeting.

c. US 202, Section 300 Meeting of September 8, 1998

Mr. Claffey reported the results of the US 202, Section 300 meeting of September 8, 1998. Request for Proposals (RFP) were issued in August for consultant services to prepare the Environmental Clearance Documentation which must be done before implementing the project. RFP responses have been received and the Consultant Selection Committee is in the process of reviewing the RFP'S. A selection will be made in the near future.

At this point in the meeting, Mr. Winters called the Board's attention to the RCC's recommendations for the US 202, Section 300 project (copy attached). Specifically, he

commented on the congestion mitigation alternative study relating to the SEPTA R5
Downingtown/Paoli Line. He pointed out that frequency of service is not always the most
important factor in measuring regional rail service. Therefore, he hopes that all items listed in their
recommendations will be considered in the congestion mitigation alternatives.

d. Transportation for the 21st Century Conference, September 14, 1998

Mr. Coscia reported that the Transportation for the 21st Century Conference held on
September 14, 1998 was well attended and a very worthwhile conference.

e. DVRPC Board Retreat December 4, 1998

Mr. Coscia reminded the Board that the DVRPC Board Retreat has been scheduled for Friday,
**December 4, 1998 at the Forrestal At Princeton Hotel & Conference Center in New
Jersey.** A preliminary Agenda was distributed to the Board. Invitations and additional
information will be mailed to the Board members and alternates at a later date.

f. Federal Transit Administration (FTA), Region III December 9, 1998 in Philadelphia

Mr. Coscia reported that a FTA, Region III Conference is scheduled for December 9, 1998
in Philadelphia and a copy Regional Administrator Sheldon A. Kinbar's memorandum was
distributed to the Board. More information will be provided to the Board at a later date.

g. Federal Tr TEA-21 Listening Sessions, October 2, 1998 in Philadelphia

Mr. Coscia reported that FTA TEA-21 Listening Sessions will be held in
Philadelphia on October 2, 1998. The program is an effort to hear views on how we can best
implement TEA-21 and will be solely transit-related. A registration form and an outline of the
proposed program was distributed to the Board.

At this point in the meeting Vice Chairman Jerrold D. Colton assumed the Chair and continued the
Board meeting as Chairman. Chairman Hanna had to leave for a scheduled appointment.

8. Committee Reports

The items in the following committee reports were previously reported under the appropriate agenda items: (a) Planning Coordinating Committee/Regional Transportation (PCC/RTC), and (b) Regional Citizens Committee (RCC).

Mr. Coscia reported that the Board Work Program Committee met prior to the Board meeting. Among the items discussed were: (1) possible FY 2000 funding levels, and (2) consideration of seven new emphasis areas. The next meeting of

the Board Planning Work Program Committee is scheduled to be held preceding the October 22, 1998 Board meeting.

Reports from the Information Resource Exchange Group and the Goods Movement Task Force were distributed to the Board.

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

Attachments:

- (1) PCC/RTC Recommendations to the Board for September 24, 1998
- (2) RTC Recommendations to the Board for September 24, 1998

Additional Documents Distributed to the Board:

- (1) TIP Administrative Modification Report
- (2) Board Summary - Update for Census 2000 Sampling
- (3) Alert, September 1998
- (4) *Freight Lines*, September 1998
- (5) *TravelSmart*, September 17, 1998
- (6) Association of Metropolitan Planning Organizations Transportation FAX, September 16, 1998

**PLANNING COORDINATING COMMITTEE/
REGIONAL TRANSPORTATION COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR
September 24, 1998**

**BOARD
AGENDA ITEM**

2. Pennsylvania TIP Amendments and New Jersey TIP Modification

a. TIP Amendment 9749

The RTC/PCC Recommend:

That the Board approved,- TIP Amendment 9749, Chester county's request to amend the FY 1997-2000 TIP to include construction funds in FY 98 for the signalization and channelization of the US 202/ Westtown Road interchange, using \$540,000 in STP funds (80% federal, 20% state), and maintaining financial constraint by deferring the construction phase of TIP#8713, PA 113 Ridge Pike to PA 29 Restoration in Montgomery County as agreed to by Montgomery County.

b. TIP Amendment 9750

The RTC/PCC Recommend:

That the Board approve TIP Amendment 9750, PennDOT's request to amend the FY 1997-2000 TIP to advance the construction phase of the signalization and channelization of

PA 132, Street Road, in Upper and Lower Southampton and Bensalem Townships in Bucks County, (TIP#5644) from FY 2000 to FY 1998 and to include \$3.03 million additional construction funds in FY 98 (80% federal STP, 20% local) to reflect updated cost estimates, using funds from TIP # 5651, PA 413, New Rodgers Road Corridor Improvement, and maintaining financial constraint by deferring the construction phase of TIP# 0511, 1-95 Phase I reconstruction, which has been delayed.

(OVER)

In Other Business:

- 1 The RTC approved TIP Modification 9814, New Jersey DOT's request to Modify the FY- 1998-2002 TIP to increase funding for TIP #3412C, Gloucester County FY 98 Resurfacing, by \$500,000; increase funding for TIP #1302, Hartford Road by \$300,000; and program \$1.996 million in FY 98 for advance utility work and reduce program construction funds in FY 1999 to \$3.754 million for TIP #3410A-B, CR 563 Paulsboro Bridge, using funds freed up from TIP#1296, CR 636 Creek Road Design overestimate, and deferral of TIP #0044A-E, Drainage Rehabilitation and Maintenance, and TIP #0067, Traffic Signal Replacement, which are not ready to advance. This Modification will be handled administratively.

DVRPC REGIONAL CITIZENS COMMITTEE

RECOMMENDATIONS TO THE BOARD FOR SEPTEMBER 24, 1998

BOARD

AGENDA ITEM

2. **PENNSYLVANIA TRANSPORTATION IMPROVEMENT PROGRAM @IP**
AMENDMENTS

The RCC recommends:

- a. TIP Amendment 9749 (US 202, Westtown Road Interchange)

That the Board approve TIP Amendment 9749.

- b. TIP Amendment 9750 ((PA 132, Street Road)

That the Board approve TIP Amendment 9750.

IN OTHER BUSINESS:

US 202, SECTION 300

Section 300 of US Route 202 serves, not only as part of the Philadelphia beltway but also, as a major corridor for travel between east-central Chester County and Center City, Philadelphia. The SEPTA R5 Downingtown/Paoli Line also provides mobility between this segment of Chester County and Center City.

Therefore, the RCC recommends that the following congestion mitigation opportunities relating to the SEPTA R5 Downingtown/Paoli Line be included for study in the upcoming US 202, Section 300 efforts:

- I. Upgrade signal, power and track at key locations to reduce travel time, improve reliability and lower operating costs. This should include the construction of Centralized Traffic Control (CTC) between Philadelphia and Thorndale;
 2. Improve stations and station platforms to ease boarding and alighting;
 3. Expand station parking ubiquitously to provide "just enough" to enable access for all who want to utilize the rail line. Presently, ridership growth on much of the line is parking constrained;
- Page I of 3
4. Provide 2+2 train seating with 22" wide seats to improve passenger comfort;
 5. Exploit the full ability of the rolling stock to operate more briskly -- both in the peak and the off-peak periods -- to improve travel time-;
 6. Service the outer half of the line with more express trains; and
 7. Improve bicycle and pedestrian access to rail stations and trains to encourage alternative modes of travel.

The RCC Transportation Subcommittee was informed that an increase in frequency of service on the SEPTA R5 Downingtown/Paoli Line will be studied as a congestion mitigation alternative. The line already has a higher frequency of service than any other SEPTA commuter rail line. Increasing frequency appears to be DVRPC's and SEPTA's reflexive response to the need for more attractive service where in fact there are four other parameters of service attractiveness: swiftness of trip, reliability, passenger comfort and station accessibility (parking). Regarding frequency, transit cannot compete with the automobile because the automobile's potential departure times are unbounded.

Unwarranted higher transit frequency dramatically drives up operating costs through the use of many expensive short consists, whereas attracting more passengers to existing consists, extending them as necessary, is inexpensive. In short, it's cheaper to operate fewer, fast, attractive, long trains than to operate many, slow, unappealing, short trains.

FY 2000 PLANNING WORK PROGRAM RECOMMENDATIONS:

The RCC adopted the following projects as their recommendations for inclusion In the FY 2000 Planning work Program:

Bicycle Facilities on Existing Highways -- this project should be continued and funding should be increased to provide for road user education (see attached description);

Suburban Bicycle Map (see attached description);

Pedestrian and Bicycle Travel Forecasting (see attached description);

Bike Parking at Transit Station Inventory (see attached description);

Center City Fare-Free Zone (see attached description);

Landside Access - Tioga Complex -- the RCC questions whether railroad access to the site is adequate;

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White Paper on Stress and Commuting -- the RCC recommends that DVRPC look at LA Metro Link Commuter Rail, which just completed a study on this issue;

Community Based Transit Service -- the RCC questions whether DVRPC is aware that the "Horsham Breeze" is not community based, but is run for reverse commuters. The wording in the "New Project Description" is misleading and inappropriate;

The RCC feels that extra funding should be provided to the Public Affairs **Office** to provide for such public participation events as workshops, outreach, additional RCC activities, etc. The RCC also recommends that a full-time position for an assistant in Public Affairs be reinstated;

Long-Term Economic and Social Efficiency of Locating Jobs in Center City (see attached description).

IN BUSINESS DEFERRED FROM JULY:

CRITERIA FOR HIGHWAY AND TRANSIT PROJECTS

The RCC will send a letter to John Coscia regarding the RCC's project evaluation criteria, urging their distribution within the agency and stating that these criteria will be addressed to each staff person making a presentation.

This letter will point out that these criteria were approved and sent to John Coscia approximately two years ago and are important for project evaluation. A copy of the criteria is attached to this document.

CMAQ RANKING PROCESS

The RCC recommends that the Board take a stand supporting citizen involvement in the CMAQ and TE ranking process, using a diverse stakeholder group as exemplified by the previous procedures under ISTEA; this process should be promoted in both Pennsylvania and New Jersey.

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DVRPC Proposed Work Program FY 2000 Projects

Bicycle Facilities on Existing Roadways: This project identifies corridors on existing roads where minimal improvements such as signs or striping, or more modest improvements, such as widening shoulders, can be made in order to develop a widespread bicycle network. DVRPC staff works with local municipalities, planning organizations and residents to determine which roads would be suitable for bicycle upgrades. Staff then compares the local input to projects currently on the TIP. Where possible, bicycle facilities are then incorporated into the planning process. Through the first phase of this project, a total of seventy miles of on road bicycle facilities have been recommended for Montgomery, Chester and Delaware counties. This project should be continued and expanded to help reach the goal of creating a region wide bike network, giving Delaware Valley residents a safe, usable system to bicycle for work, school, recreation and shopping.

Suburban Bicycle Map: The City of Philadelphia will be publishing a bike map to inform citizens about the Philadelphia Bike Network and educate people how to safely use the system. Included will be a map of on road bike lanes, bike paths, bike parking, bicycle laws and tips about how to safely bicycle on city streets. No current bicycle map exists for the region. A bicycle map that either covers the entire region, or serves as a companion piece to the Philadelphia map, would provide excellent access and information for citizens wanting to travel by bike for work, school, recreation or shopping throughout the region.

Pedestrian and Bicycle Travel Forecasting: As part of the Travel Simulation Model

Enhancement Program, Cambridge Systematics prepared a new component of the DVRPC travel simulation model. This model prepares estimates of the number of work and non-work related pedestrian and bicycle trips for each traffic analysis zone within the region. DVRPC's current travel simulation model does not consider these non-motorized travel modes, although TEA-21 legislation recommends including them. This project will apply this model to the entire region. These pedestrian and bicycle travel data will be essential for ongoing pedestrian and bicycle planning activities conducted by DVRPC and member governments.

Bike Parking at Transit Station Inventory: One of the key components to promoting intermodal bicycle/transit trips is to provide adequate, safe bicycle parking at transit stations. Currently, bike parking is spotty, with some stations providing full amenities (lockers and/or secure, protected racks) and some providing none, forcing many customers to lock their bikes to nearby signs and fences. SEPTA, is not aware of the bike parking facilities (or lack of) at many of its stations. A thorough inventory, tracked by a database (as NJ Transit does) and available at the SEPTA web site or through SEPTA customer service would be a valuable resource to customers who want to take SEPTA, but leave their car at home.

MEMORANDUM

Date: September 2, 1998

To: DVRPC/RCC Work Projects

From: Jane Glenn

Subject: FY 2000 Planning Work Program; Center -City "Fare-Free Zone"

FY1999 PLANNING WORK PROGRAM, New Project Descriptions, November 10, 1997

2. As the number of visitors to Center City Philadelphia increases, so does the need to move people more efficiently around the central core. In addition, SEPTA's base fare does not make it cost-effective to ride for short distances, and NJ Transit does not offer a Center-City-only fare, thus discouraging discretionary visits into Center City. Other cities around the country have instituted free downtown shuttle services in their CBDs to encourage transit use and reduce vehicular traffic and pedestrian conflicts. Modeled on free downtown shuttles in other cities, this study will examine economic impacts of and potential funding mechanisms for creating a "fare-free" zone in Center City Philadelphia to encourage more transit use.

Cost: \$35,000

Revision of Project 2; Center City Fare Improvements

As the number of visitors to Center City Philadelphia increases, so does the need to move people more efficiently around the central core. In addition, SEPTA's base fare does not make it cost-effective to ride

for short distances, and NJ Transit does not offer a Center-City only fare, thus discouraging discretionary visits into Center City. Other cities around the country have instituted free downtown shuttle services in their CBDs to encourage transit use and reduce vehicular traffic and pedestrian conflicts. Modeled on free downtown shuttles in other cities, this study will examine economic impacts of and potential funding mechanisms for creating a "fare-free" zone in Center City Philadelphia to encourage more transit use.

This study would include other potential fare improvements to Center City transit as well. Integrated fare modes between SEPTA and PATCO would allow pass holders to add a much needed link to Philadelphia's subway system. Transfers between PATCO, NJ Transit, SEPTA Regional Rail, and SEPTA Transit routes would augment the system and increase ridership. A "Transfer-Free Zone" for the CBD would produce similar results and may be easier to implement.

Draft for Proposed DVRPC Wcrk Program Study:

8/10/98

Social and Economic Efficiency of Locating Large Numbers of
'Corporate jobs **in** Center City and Elsewhere

Discussion and Scope:

There has been much criticism of the dispersal of corporate jobs from Center City Philadelphia to various other locations. It is said that scattering of jobs results in more use of energy, longer commuting times, less use of public transportation, increased traffic congestion, more pollution and other deleterious social and economic effects on the region.

This study, utilizing DVRPC and other data, will generate a valid profile of the typical corporate worker in two cases, one whose job is located in Center City now and one whose job was moved elsewhere from Center City in the past decade. For each profile, the study will quantify the resources consumed on the job, resources consumed (including value of time, accidents, etc.) in commuting, pollution created on the job and in commuting, and all other major relevant factors.