

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 22, 2007

Location: Delaware Valley Regional Planning Commission
Main Conference Room 8th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

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| New Jersey Department of Community Affairs | (not represented) |
| New Jersey Department of Transportation | Brent Barnes |
| New Jersey Governor's Appointee | Sonia Frontera |
| Pennsylvania Governor's Appointee | Richard Hayden, Esq. |
| Pennsylvania Governor's Policy Office | Joanne R. Denworth |
| Pennsylvania Department of Transportation | James Ritzman |
| Bucks County | Lynn Bush |
| Chester County | Ronald T. Bailey |
| Delaware County | Thomas Shaffer |
| Montgomery County | Kenneth Hughes |
| Burlington County | Carol Ann Thomas |
| Camden County | Louis Cappelli, Jr. Esq. |
| Gloucester County | Charles E. Romick |
| Mercer County | Matthew Lawson |
| City of Chester | (not represented) |
| City of Philadelphia | Gary Jastrzab |

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|--|--------------------------------|
| City of Camden | (not represented) |
| City of Trenton | Andrew Carten |
| <u>Non-Voting Members</u> | |
| Federal Highway Administration New Jersey Division | (not represented) |
| Pennsylvania Division | James Cheatham |
| 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 | Faye Moore David Fogel |
| New Jersey Transit Corporation | Jerry Lutin |
| Port Authority Transit Corporation | Robert Box |
| Delaware River Port Authority | John Matheussen Linda Hayes |
| New Jersey Department of Environmental Protection | (not represented) |
| Pennsylvania Department of Environmental Protection | (not represented) |
| Pennsylvania Department of Community and Economic Development | (not represented) |
| Regional Citizens Committee Chairman | Warren Strumpfer |

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Timothy J. Carson, Esq.
Thomas Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Chick Dougherty, Richard Bickel, Michael Boyer, Patty Elkis, Candy Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

James Mosca
Jim Arey
Lester Toaso
Linda Guarini (Dist. 6)
Jonathan Korus (Dist. 6)

New Jersey Department of Transportation

Brian Cuccia

Cross County Connection Transportation
Management Association

William Raggiozine

Bucks County Transportation Management Association

Steve Noll

Delaware River Joint Toll Bridge Commission

Glenn F. Reibman

CALL TO ORDER - CHAIR's COMMENTS

Chair Joanne R. Denworth called the meeting to order at 11:30 a.m.

SPECIAL PRESENTATION

A special presentation was given by Pennsylvania Governor Edward G. Rendell on his comprehensive plan for solving Pennsylvania's long-standing transportation funding crisis.

Many of the region's bridges need replacement and/or rehabilitation and approximately 695 miles of roads are in poor condition and need repair. Without additional funds, major highway and bridge projects will be neglected. Many transit agencies across the state face large deficits beginning July 1 and without a dedicated funding source as proposed by the Governor, they will cut service and raise fares dramatically.

Governor Rendell proposes two approaches to generate the \$1.7 billion in needs identified by the bipartisan Transportation Funding and Reform Commission as follows:

- Leasing the Turnpike to generate \$965 million a year for highways and bridges.
- Imposing a 6.17 percent tax on the profits of oil corporations to provide \$760 million a year for public transit.

Governor Rendell also presented graphs and charts in his briefing which are available online at: www.governor.state.pa.us/TransitPhiladelphia.

Governor Rendell urged planning partners and others interested in improving transportation to send a clear message to state legislators that failing to address the funding issue is not an option.

Call to Order - Chair's Comments

Chair Joanne R. Denworth called the meeting to order at 11:30 a.m.

Public Comments on Non-Agenda Items

No public comments were stated on non-agenda items.

1. Minutes of Meeting of February 22, 2007

On a **Motion** by Ms. Thomas, seconded by Mr. Romick, the minutes of the Board meeting of February 22, 2007, were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Charles Dougherty, DVRPC staff, presented the following TIP actions for Board approval:

a. TIP Action NJ07-11: Tomlin Station Road Bridges over Nehonsey Brook and White Sluice Race (DB# D038), Gloucester County

Gloucester County has requested that DVRPC modify the FY2007-2009 TIP for New Jersey by increasing the construction phase of Tomlin Station Road Bridges over Nehonsey Brook and White Sluice Race (DB# D038), by \$2 million STP-STU funds in FY07. The construction phase is already programmed for \$1.9 million bridge funds. The cost increase is due to an inaccurate original cost estimate as well as the sharp increase of materials. The additional funding for the FY07 construction phase will be drawn from multiple line items. \$799,000 STP-STU will be drawn down from the FY07 DVRPC Future Projects line item (DB# D026), and \$1.2 million will be drawn from the FY07 DVRPC Local Scoping Line Item (DB# X80B). This project will provide for the complete removal and replacement of two structurally deficient bridges (Structure Numbers 0803E01 and 0803E09). Both bridges are currently weight restricted due to their substandard design and/or structural condition. The replacement structures are anticipated to be precast/prestressed concrete beam construction with pile supported abutments and wingwalls. Currently, \$799,000 STP-STU is available in the FY07 Future Projects Line item, and \$700,000 will remain in FY07 after this action. \$1.6 million is available in the FY07 Local Scoping Line Item for selected projects, and \$429,000 will remain in FY07 after this action.

Financial constraint will be maintained as this project uses available funding from the DVRPC Local Scoping Line Item (DB #X80B) and the DVRPC Future Projects line item (DB# D026).

The TIP's current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

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. Romick, seconded by Mr. Lawson, that the Board approve TIP Action NJ07-11, Gloucester County's request to modify the FY 2007-2009 TIP for New Jersey by increasing the FY07 construction phase by programming \$2,000,000 STP-STU by drawing \$1,201,000 million STP-STU from the FY07 DVRPC Local Scoping Line Item (DB# X80B), and \$799,000 STP-STU from the FY07 DVRPC Future Projects line item (DB# D026), for Tomlin Station Road Bridges over Nehonsey Brook and White Sluice Race (DB# D038).

- b. TIP Action NJ07-12: CR 533 Hamilton Township, Mercer County Signal Project (Proposed New Study and Development Project, DB# TBD), Mercer County

Mercer County has requested that DVRPC modify the FY2007-2009 TIP for New Jersey by adding a new project to the Study and Development Program, the CR 533 Hamilton Township, Mercer County Signal Project (DB# TBD), and programming \$220,000 STP-STU funds in FY07 for the local preliminary design (LPD) phase. Funding will be drawn down from the FY07 DVRPC Local Scoping Line Item (DB# X80B). The project will include the development of operations plans and signal timing plans in an effort to improve traffic signal coordination for (21) existing signalized intersections on CR 533 in Mercer County from Whitehorse Circle to Nassau Park Boulevard in Hamilton Township (8.4 miles). The plans will address the management of traffic under both peak period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture. Currently, \$429,000 STP-STU is available in the FY07 Local Scoping Line Item for selected projects, and \$209,000 will remain in FY07 after this action.

Financial constraint will be maintained as this project uses available funding from the DVRPC Local Scoping Line Item (DB #X80B).

The TIP's current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action NJ07-12.

The RCC also recommended approval with the caveat that pedestrian crossings be examined and that timing for “walk” phases should be 4 feet or less per second to allow for slower pedestrian movement.

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

MOTION by Mr. Lawson, seconded by Mr. Carten that the Board approve TIP Action NJ07-12, Mercer County’s request to modify the FY 2007-2010 TIP for New Jersey (FY2007-2009) by adding a new Study and Development project and programming \$220,000 STP-STU for LPD in FY07, drawing from the FY07 DVRPC Local Scoping Line Item (DB# X80B), for the CR 533 Hamilton Township, Mercer County Signal Project (DB# TBD).

c. TIP Action PA07-27: Montgomery Avenue/Conshohocken State Road Closed Loop Signal Improvement (MPMS #48180), Montgomery County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the current TIP, the Montgomery Avenue/Conshohocken State Road Closed Loop Signal Improvement (MPMS #48180) by programming \$2.8 million STP funds in the FY07 and FY08 construction phases. This project was originally programmed in the FY 2005-2008 Pennsylvania TIP, but the construction phase was never obligated and the project was not carried over to the FY07 program. This locally designed project will provide for the installation of a closed loop signal system at thirty (30) intersections along Montgomery Avenue in Lower Merion Township from US 1 (City Avenue) to Matsonford Road. The system will include mostly in-road loop detectors and one microwave detector, will be interconnected via fiber optics, and will be monitored by Lower Merion Township, allowing remote access by PennDOT. New pedestrian timings, crosswalks, and hand/man signals will be included. This project is a component of the Transportation System

Management (TSM) plan for I-76. Funding will be programmed for construction in FY07 (\$880,000 STP) and FY08 (\$1,920,000 STP) and the project title and description will be updated.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

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 the current conformity rule.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA07-27.

Favorable recommendation was not received from the RCC and the RCC recommends that Montgomery Avenue be designed as a complete street that accommodates bicycles, pedestrians and vehicular traffic.

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

MOTION by Mr. Hughes, seconded by Mr. Shaffer, that the Board approve TIP Action PA07-27, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Montgomery Avenue Closed Loop Signal System project (MPMS #48180) and programming the construction phase in FY07 (\$880,000 STP) and FY08 (\$1,920,000 STP).

d. TIP Action PA07-28: Villanova Intermodal Station Accessibility - (Proposed New DEMO Project), (MPMS #15407), SEPTA

On behalf of Villanova University, SEPTA has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new transit project to the TIP, the Villanova Intermodal Station Accessibility Project (MPMS #15407). This \$6.72 million project will be funded by two SAFETEA-LU earmarks (a \$3 million transit earmark, ID# 628, and a \$2.38 million highway earmark, ID #2561) combined with a \$1.34 million local match provided by Villanova. FTA and FHWA have agreed that the highway earmark will be flexed to SEPTA. The project will involve the design and construction of a pedestrian overpass to the east of the Villanova Station which is located on SEPTA's R5 Paoli/Thorndale Regional Rail line. Elevators and high level platforms will be constructed on each side of the tracks to provide an accessible connection between both sides of the rail line and to the University buildings. Design will include bicycle storage, renovation of the station building, and renovation or replacement of the existing canopy structures on both sides of the tracks. The transit earmark will be programmed for final design in FY07 (\$807,000 FTA/\$202,000 local) and construction in FY07(\$594,000 FTA/\$148,000 local), FY08 (\$776,000 FTA/\$194,000 local), FY09 (\$823,000 FTA/\$206,000 local). The highway earmark will all be programmed for construction in FY07 (\$2,380,800 DEMO/\$595,200 local) and will be flexed to SEPTA.

Financial constraint will be maintained as this project uses specially earmarked FTA Discretionary Bus and Highway DEMO funds provided by SAFETEA-LU.

The TIP's current conformity finding will not be impacted by this amendment 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. Shaffer, seconded by Mr. Hughes, that the Board approve TIP Action PA07-28, SEPTA's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new \$6.72 million project to the TIP, Villanova Intermodal Station Accessibility Project, (MPMS #15407) and programming the FTA earmark for final design in FY07 (\$807,000 FTA/\$202,000 local) and construction in FY07(\$594,000 FTA/\$148,000 local) FY08 (\$776,000 FTA/\$194,000 local) and FY09 (\$823,000 FTA/\$206,000 local). The FHWA earmark will be programmed for construction in FY07 (\$2,380,800 DEMO/\$595,200 local) and will be flexed to SEPTA.

- e. TIP Action PA07-29: Deferrals Resulting in Technical Deletions from the TIP, (MPMS # 57901, 57894, 70014, 17697, 57893, 62717, 17652, 17659, 16334, 48187, 57635)

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring phases for several projects in the TIP. The bulk of the deleted projects are the result of a substantial cost increase to the Center City Traffic Signal System (MPMS #17655) which has required that several other signal projects (MPMS #57894, 70014, 17697, 57893, 62717, 17652, and 17659) be deferred in order to maintain fiscal constraint, and PennDOT and the City of Philadelphia have negotiated how to address the issue. More accurate "let" schedules have also been identified for projects in this list. Phases being pushed out of the four year TIP program results in "technical deletions" of several projects. All of the projects deferred as part of this action will continue to show in the program with funding captured in "Later Fiscal Years" and their let date noted. DVRPC will keep a running list of any project that has been shifted back significantly since the beginning of the FY07 fiscal year, October 1, 2006. This list will be considered at the time of the FY09 PA TIP update which begins in the fall of 2007, along with the issue of whether to add new projects to the program. The projects are listed as follows:

- (1) Stenton Avenue/Godfrey Avenue Signal Improvement, (MPMS #57894), Philadelphia
- (2) Center City Signal Improvement, Phase 3, (MPMS #70014), Philadelphia
- (3) Island Avenue Signal Improvement, (MPMS #17697), Philadelphia
- (4) Lehigh Avenue East Signal Improvement, (MPMS #57893), Philadelphia
- (5) Lehigh Avenue West Signal Improvement, (MPMS #62717), Philadelphia
- (6) PA 611, North Broad Street Corridor Improvements, (MPMS #17652), Philadelphia
- (7) Harbison Avenue/Aramingo Avenue Corridor Safety Improvements, (MPMS #17659), Philadelphia
- (8) Church Road Signal Improvements, (MPMS #16334), Montgomery County
- (9) I-76 Interstate and Henderson Road Widening, (MPMS #48187), Montgomery County
- (10) Quakertown Closed Loop Signal Improvement, (MPMS #57635), Bucks

County
(11) Lincoln Drive Highway Reconstruction, (MPMS #57901), Philadelphia

It is also worth noting that while many projects have been deferred, PennDOT has been using some of the left over project balances from project actions to restore the DVRPC Competitive CMAQ Program Line Item, MPMS #48201. All funding was removed from this line item in the fall of 2006 because of a high cost, high priority project which was ready to advance to construction. As of this date, over \$4 million has been restored to the line item in FY09 and FY10 and will be made available for the Competitive Program in the summer of 2007. PennDOT will work to continue to increase this amount as the fiscal year continues.

Financial constraint will be maintained and the regions conformity finding will not be impacted by this action.

Favorable recommendation was received from the PCC/RTC for Board approval of TIP Action PA07-29.

The RCC also recommended approval. However, the RCC noted that some of the deferred projects should remain priorities, particularly PA 611 North Broad Street Corridor, (which has a high incidence of pedestrian crashes), and the Lincoln Drive reconstruction. The RCC also supports maintaining traffic islands where they exist and adding them in places where they can be accommodated or would add to pedestrian and bicycle safety.

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

MOTION by Mr. Jastrzab, seconded by Mr. Hayden, that the Board approve TIP Action PA07-29, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by technically deleting MPMS # 57901, 57894, 70014, 17697, 57893, 62717, 17652, 17659, 16334, 48187, and 57635 in order to maintain fiscal constraint of the TIP and to coincide with revised let dates.

f. TIP Action PA07-30: Center City Traffic Systems II (MPMS #17655), Philadelphia

The City of Philadelphia Streets Department has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Center City Traffic System Phase II project, and increasing the construction programming from its original estimate of \$7.3 million to a total of \$18.6 million in FY07, FY08, and FY09, using a combination of federal highway, CMAQ and local funds. The project was not let for construction last year as expected, was not carried over to the FY07 TIP, and experienced a significant cost increase which requires funding to be programmed now in order to advance to construction. Additional resurfacing, incident management cameras, as well as

fiber interconnect infrastructure was approved by PennDOT in the spring of 2006 since the additional cost at that time was anticipated to be only a \$2.1 million increase. The recent low bid for the project came in at \$18.6 million. The city has opted to advance this priority signal project, recognizing that several other smaller signal projects (MPMS #57894, 70014, 17697, 57893, 62717, 17652, and 17659) will need to be deferred in order to maintain fiscal constraint of the TIP, and because they will not be ready to advance to construction in the next couple of years.

The Phase II signal system involves approximately 170 signals at 72 intersections in the southeast quadrant of Center City from Market to South Streets and Front to Broad Streets. Almost all of the signals are replacements and will be interconnected by fiber optics and tied into a central system. There are a variety of timing systems that can be implemented so no detectors will be included since this area (Center City) always has significant volume. The system can be monitored from both the Municipal Services Building and the Traffic Shop, will be monitored by the City's Traffic Engineering Division, and will allow remote access by PennDOT. New hand/Man signals and signs, pedestrian timings, crosswalks, and 10 incident management cameras will be part of the project. The southwest quadrant of the city was completed as part of Phase I, and is part of the same system.

The City attributes the significantly higher cost to the higher cost in raw materials such as fuel, but even in more previously predictable materials such as concrete, copper wire, and fiber interconnect. The City has also experienced cost differences ranging from 200%-400% attributable to what they term the 'Center City factor' – specifically, higher prices related to night work, difficult working conditions and higher incident insurance premiums because of more intense traffic/pedestrian environment.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

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 the current conformity rule.

Favorable recommendation was received from the PCC/RTC for Board approval of TIP Action PA07-30.

Favorable recommendation was also received from the RCC, however the RCC expressed concern about the need for more specific and accurate project estimates, and about cost magnitudes of this level.

James Ritzman, Pennsylvania Department of Transportation, responded in agreement that the cost increase of the project is tremendous. Mr. Ritzman offered to present to the Board, PennDOT's approach for controlling costs, scheduling and

the process for examining the low bid cost increases that occur. It was agreed that this type of presentation would be useful and should be scheduled.

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

MOTION by Mr. Jastrzab, seconded by Mr. Shaffer, that the Board approve TIP Action PA07-30, The City of Philadelphia's request to amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Center City Traffic System Phase II Project (MPMS #17655), and increasing the construction programming to a total of \$18.6 million (\$800,000 STP/\$200,000 Local match in FY07 and \$274,000 STP/\$69,000 Local match in FY08), and (\$1.436 million CMAQ in FY07/\$8.188 million CMAQ in FY08/\$7.633 million CMAQ in FY09).

- g. TIP Action PA07-31: Easton Road Closed Loop Signal System, (MPMS #61061), Bucks County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the current TIP, the Easton Road Closed Loop Signal System (MPMS #61061), by programming \$883,000 CMAQ funds in FY07 and FY09 for construction. This project was originally programmed in the FY 2005-2008 Pennsylvania TIP, but the construction phase was never obligated and the project was never carried over to the FY07 program. The project will provide for the interconnection of sixteen (16) traffic signals along and near Easton Road in Warrington and Horsham Townships. The system will be interconnected with fiber optics, monitored by Warrington Township, and will provide remote access to PennDOT. In-road Loop detectors will be used with one video detector at the Naval Air Station Drive. The system will connect with another signal system to the south, which goes as far as the Pennsylvania Turnpike, enabling PennDOT to "take over" the corridor should there be a major traffic problem on the Turnpike. Funding will be programmed for construction in FY07 (\$222,000 CMAQ) and FY09 (\$661,000 CMAQ).

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

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 the current conformity rule.

Favorable recommendation was received from the PCC/RTC for Board approval of TIP Action PA07-31.

Favorable recommendation was also received from the RCC, however, the RCC

recommends that pedestrian crossings be examined and that timing for “walk” phases should be 4 foot or less per second to allow for slower pedestrian movement.

Donald S. Shanis, Deputy Executive Director, responded that DVRPC needs to examine this issue and set standards for not only moving pedestrians, but traffic.

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

MOTION by Mr. Hughes, seconded by Mr. Bailey, that the Board approve TIP Action PA07-31, PennDOT’s request to amend the FY2007-2010 TIP for Pennsylvania by adding a project back the current TIP, the Easton Road Closed Loop Signal System (MPMS #61061), and programming construction in FY07 (\$222,000 CMAQ) and FY09 (\$661,000 CMAQ).

h. TIP Action PA07-32: I-476, Schuylkill River Bridge Rehabilitation (MPMS #77523), Montgomery County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-476, Schuylkill River Bridge Rehabilitation (MPMS #77523), by programming a \$50,000 utility phase and a \$740,000 construction phase in FY07 and FY08. This project will provide for urgently needed repairs to a crack in a steel pier and deteriorated deck joints discovered during inspection. The request for a new project is made now in lieu of an emergency declaration should the bridge fail. Additionally, the repairs must be made prior to the I-476 Reconstruction project (MPMS #16737). Funding will be programmed for utility in FY07 (\$40,000 HWY/\$4,000 STATE) and FY08 (\$5,000 HWY/\$1,000 STATE), and for construction in FY07 (\$20,000 HWY/\$2,000 STATE) and FY08 (\$646,000 HWY/\$72,000 STATE).

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

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

After favorable recommendation was received from the PCC/RTC and the RCC for Board approval of TIP Action PA07-32, the Board unanimously adopted the following **motion**:

MOTION by Mr. Hughes, seconded by Ms. Bush, that the Board

approve TIP Action PA07-32, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-476, Schuylkill River Bridge Rehabilitation (MPMS #77523), and programming the utility phase in FY07(\$40,000 Highway/\$4,000 State) and FY08 (\$5,000 Highway/\$1,000 State) and the construction phase in FY07 (\$20,000 Highway/\$2,000 State) and FY08 (\$646,000 Highway/\$72,000 State).

3. **Authorization to Open a Public Comment Period for the Draft Revisions to the Destination 2030 Long Range Plan (LRP); the Draft FY 2008-2011 New Jersey Transportation Improvement Program (TIP); and the Draft Conformity Finding of the FY 2007 Pennsylvania TIP, FY 2008 New Jersey TIP, and the Destination 2030 LRP**

Michael Boyer, DVRPC staff, explained to the Board that Federal law and planning regulations require the development of a Metropolitan Long Range Transportation Plan (Plan) and a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the Plan and TIP is 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.

The most recent federal transportation authorization, known as SAFETEA-LU, continued many of the core planning requirements first established in the ISTEA legislation and continued under TEA-21. The SAFETEA-LU authorization, however, included some additional requirements that Metropolitan Planning Organizations must incorporate into their long range plan in order to make the plan SAFETEA-LU compliant. DVRPC has worked with our federal and state planning partners to identify the specific areas of the plan that need to be revised for SAFETEA-LU compliance. DVRPC has undertaken the necessary steps and documented the actions taken to fulfil the SAFETEA-LU requirements.

Every year DVRPC develops a TIP for the New Jersey portion of the region (the combined NJ and PA TIP process occurs every other year). Work began in September 2006 on the development of the FY 2008-2011 TIP for New Jersey. The New Jersey Subcommittee of the RTC, under the direction of the DVRPC staff, has been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice and including outreach through DVRPC's *NJ Problem Identification and Prioritization* project to gather input for the Study and Development Program. DVRPC needs to adopt the FY 2008 TIP no later than the June Board meeting so that the state can submit their 2008 Statewide Transportation Improvement Programs (STIPs) to the federal agencies for review and approval before the end of the federal fiscal year.

DVRPC has also worked closely with the Transportation Conformity Interagency

Consultation Group (TCICG) to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP and the Plan on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the Plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

Staff recommends that the DVRPC Board authorize a minimum 30-day public comment period to allow comment on the draft revisions to the Destination 2030 Long Range Plan; the Draft FY 2008-2011 New Jersey TIP; and the Draft Conformity Determination of the FY 2007 PA TIP, FY 2008 NJ TIP, and the revised Destination 2030 Long Range Plan by the public and other agencies.

A set of draft revisions to the Destination 2030 Long Range Plan; the draft FY 2007 New Jersey TIP; and the draft conformity documents will be available for public review by Monday, April 16, 2007. Staff will review and respond to the comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final Destination 2030 revisions and the conformity findings in May, 2007. Final recommendations for adoption of the FY 2008 TIP for New Jersey will be presented to the Board in June, 2007.

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

MOTION by Mr. Barnes, seconded by Mr. Carten, that the Board authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the draft revisions to the *Destination 2030* Long Range Plan, the Draft FY 2008-2011 New Jersey TIP, and the Draft Conformity Determination of the FY 2007 Pennsylvania TIP, FY 2008 New Jersey TIP, and the revised *Destination 2030* Long Range Plan; to issue proper public notifications; to publish the draft documents of the *Destination 2030* revisions, FY 2008 New Jersey TIP and conformity findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

4. Authorization to Open a 30-Day Public Comment Period for the Draft

Coordinated Human Service and Transportation Plan - *Improving Access to Opportunities in the Delaware Valley Region*

Richard Bickel, DVRPC staff, explained to the Board that the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA-LU) included a four-year (FY 2005 to FY 2009) Federal Transit Administration (FTA) Initiative entitled the Coordinated Human Service and Transportation Plan (CHSTP). This program aims to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes. The new CHSTP ensures communities, transit providers, and human service agencies coordinate all resources provided through multiple federal programs.

FTA regulations for the CHSTP requires metropolitan planning organizations (MPOs), in regions over 200,000 population, to select project applicants, commit to add projects to the regional Transportation Improvement Program (TIP), and evaluate the consistency of proposed projects under the Job Access and Reverse Commute Program (Section 5316), New Freedoms Program (Section 5317) and the Elderly Individuals with Disabilities Program (Section 5310) within the adopted locally coordinated Human Service and Transportation Plan.

The CHSTP has been prepared through a coordinated process and the draft plan includes mandatory sections with an assessment of strategies and goals for the region; a gap analysis of existing services and current needs; a description of related legislation in Pennsylvania and New Jersey; an explanation of the new Coordinated Human Service and Transportation Planning requirements; and pertinent demographic and travel information.

Board authorization for a 30-day public comment period on the Draft CHSTP is required prior to Plan adoption. Through appropriate legal notices, two public hearings will be scheduled, one in Pennsylvania and one in New Jersey, as well as posting of pertinent information on the DVRPC web site. Following receipt of all comments, DVRPC will prepare a specific response to each and will modify the Draft CHSTP, as required. The final version will be proposed for Board adoption at a future meeting.

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

MOTION by Mr. Romick, seconded by Mr. Barnes, that the Board authorize a 30-day public comment period for the Draft Coordinated Human Service and Transportation Plan - *Improving Access to Opportunities in the Delaware Valley Region*.

5. Approval of a Transportation Community, and System Preservation (TCSP)

Grant Application for *Historic Trolley Routes Through Older Suburbs: A Plan for Revitalization*

Mr. Bickel explained to the Board that SAFETEA-LU, the federal surface transportation act, includes the Transportation, Community and System Preservation (TCSP) grant program, which is administered by the Federal Highway Administration (FHWA). This program is intended to fund research, planning and implementation studies and strategies “which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade and examine development patterns and identify strategies to encourage private sector development patterns that achieve these goals.” According to the FHWA, \$61.25 million is available, nationwide, for this program in Fiscal Year 2007. In January, the FHWA solicited project submissions for FY 2007, with a March 31 application deadline. (Note that this is the first openly competitive process since FY 2000, since Congress designated projects in the intervening years.)

In response to the grant application notice, DVRPC staff coordinated with Delaware County and SEPTA staff concerning a potential project related to the Route 101 and 102 (Media and Sharon Hill) trolley lines which extend from 69th Street Terminal in Upper Darby Township to Media and Sharon Hill boroughs, respectively. The purpose of the study is to reinvigorate the Media-Sharon Hill trolley system and to:

- Encourage transit-oriented development in adjacent communities along each line and around station areas;
- Potentially create a multi-municipal Special Improvement Corridor (SIC) oriented along each trolley line (a ‘Trolley Area Improvement District’); and
- Promote enhanced county and municipal cooperation and strategic planning in the study area.

In cooperation with SEPTA and Delaware County, a \$400,000 project application was developed, including a proposed federal share of \$320,000 (80%) and a match of \$80,000 (20%), composed of \$40,000 of in-kind services to be provided by SEPTA and \$20,000 cash match with \$20,000 of in-kind services to be provided by Delaware County. In addition to staff work by DVRPC, SEPTA and the Delaware County Planning Department, the services of a consultant team would also be retained following an open selection process.

The proposed study’s Scope of Work involves four principal components:

- Public involvement and development of a shared vision for TOD along each corridor and within the defined study area.
- Technical analyses of demographic, land use, travel characteristics,

intermodal operations and pertinent development regulations.

- Integration of the vision with current study area conditions in a series of “scenarios” to be assessed using the DVRPC transit potential scoring approach (the Transit Score Tool) in conjunction with descriptive and prescriptive measures of land use and mode/service levels.
- Development of a trolley corridor strategy package with the following components: recommended ordinance revisions to promote TOD; potential locations for Transit Revitalization Investment Districts (TRID); multi-municipal marketing opportunities; potential Trolley Area Improvement Districts (providing private sector support for operational and community improvements); and recommended capital improvements.

It is estimated that the proposed study would take two years.

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

MOTION by Mr. Shaffer, seconded by Mr. Bailey, that the Board authorize the Executive Director to file an application to the Federal Highway Administration, through the Pennsylvania Department of Transportation, for a TCSP grant to undertake the proposed study entitled: *Historic Trolley Routes through Older Suburbs: A Plan for Revitalization*.

6. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Montgomery County

Patty Elkis, DVRPC staff, explained that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment, and stormwater management projects, as well as brownfield assessments and remediation projects.

The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates.

PENNVEST has forwarded one application to DVRPC for review for consistency with the regional plan as follows:

Norristown Municipal Waste Authority Inflow and Infiltration (I & I) Reduction Project - Montgomery County

The Norristown Municipal Waste Authority is requesting \$6,345,348 from PENNVEST to rehabilitate or replace 10,200 feet of sanitary sewer line and to eliminate 5,513 feet of combined sewer overflows and to eliminate one

combined sewer overflow discharge point. The Authority's sanitary sewers consist of combined as well as separated sanitary sewers, many of which were constructed in the early 1900's. The sewers are subject to reoccurring surcharging, sewer overflows and blockages, and there is a large amount of inflow and infiltration. Rehabilitation, and replacement of lines where needed, will prevent negative environmental impacts to both area streams and homeowners. In addition, removal of extraneous flow will free up capacity for community redevelopment.

This project serves to alleviate existing problems and is in an area designated as a Revitalizing Center, where the DVRPC Year 2030 Plan's policy is to reinvest in order to renew and stabilize neighborhoods to reverse declining trends. Therefore, this project is consistent with the goals and policies of the regional plan.

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

MOTION by Mr. Hughes, seconded by Mr. Lawson, that the Board authorize the Executive Director to send letter notifying PENNVEST that the funding request for the Norristown Municipal Waste Authority Inflow and Infiltration Reduction Project in Montgomery County is consistent with *Destination 2030* Plan.

7. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, commented that the Governor Rendell's presentation was very impressive and the RCC agrees that the option "to do nothing" is not an option.

8. Executive Director's Report

Barry J. Seymour, Executive Director, reported on the following items:

a. Northeast Climate and Competitiveness Summit

The Northeast Climate and Competitiveness Summit which was organized by the Regional Plan Association in New York was held on March 2, 2007 and brought together state and regional representatives from Boston to Washington to discuss issues of mobility, energy, and smart growth.

One session in particular focused on mobility and the issue of AMTRAK in the Northeast corridor. Rich Roberts, New Jersey Transit, will be presenting some ideas on this issue at the April 26, 2007 Board Meeting.

b. Delaware River Design Charrette

A Delaware River Design Charrette was held on March 3, 2007 which examined the future of the Delaware River in Central Philadelphia. One of the issues discussed was how to deal with the high cost of any reconstruction of the section of I-95 which goes along Penns Landing through the City of Philadelphia.

c. Pennsylvania Transportation Legislators Briefing

The Greater Valley Forge Transportation Management Association organized a briefing for the Southeastern Pennsylvania legislators.

Dr. Shanis, along with representatives from the Montgomery County Planning Department, local municipalities, Center City District, and the Chamber of Commerce, presented to the legislators a regional perspective on some of the issues dealing with Governor Rendell's proposal for Transportation Funding. Dr. Shanis commented that after the presentation, the legislators were very much engaged in discussing a solution for transportation and transit funding.

d. New Jersey TransAction Conference

The New Jersey TransAction Conference is scheduled for April 10-12

e. American Planning Association Conference

The American Planning Association Conference is scheduled for April 13-18 in Philadelphia.

f. Urban Land Institute (ULI) Infrastructure Forum

On April 19, 2007, Mr. Seymour will be moderating a panel at the ULI Philadelphia event entitled *Transportation Infrastructure - The Perfect Storm Approaches*.

The initial speaker will be The Honorable John Hickenlooper, Mayor, City of Denver and invited keynote speaker is Governor Edward Rendell. Two panels are scheduled to discuss: (1) *Pennsylvania: What Happens if We Don't Act?*; and (2) *Business as Usual or Opportunities to Change Transportation*. The first panel includes Transportation Secretary Biehler, and House of Representatives, Keith R. McCall, Richard A. Geist, and David G. Argall. The second panel includes Kevin Green, Jonathan S. Hunt, Emil H. Frankel, Thomas Morr, and Robert Yaro.

g. SEPTA Notice of Public Hearing

A Public Hearing on SEPTA's Fiscal Year 2008 Capital Budget will be held at SEPTA Headquarters on April 5, 2007 at 11:00 a.m. and 5 p.m.

h. DVRPC Annual Dinner Awardees

The Awardees for the DVRPC Annual Dinner were announced as follows:

- (1) Regional Transportation Program of the Year - Pennsylvania Transportation Funding and Reform Commission.
- (2) Regional Environmental Program of the Year - Philadelphia Green at the Pennsylvania Horticultural Society for their work in transforming vacant lots throughout Philadelphia and now extending into the older suburban communities.
- (3) Regional Business of the Year - Comcast for their commitment to Philadelphia and the region and construction of their new corporate headquarters.
- (4) Regional Leader of the Year - Carl Dranoff for his construction of Symphony House in Philadelphia and the Victor Lofts in Camden.
- (5) Pennsylvania Project of the Year - Harrah's Chester Casino and the City of Chester.
- (6) New Jersey Project of the Year - Riverwinds in Deptford, an excellent example of a public-private partnership that has yielded a significant new mixed-use development.

9. **Committee Reports**

The following committee meeting highlights were distributed to the Board for their review: (1) Planning Coordinating Committee / Regional Transportation Committee Meeting; (2) Regional Aviation Committee; and (3) Central New Jersey Forum.

10. **One Minute Reports**

James Ritzman, PennDOT, introduced Lester Toaso, the new District Executive for PennDOT, District 6.

Mr. Ritzman also commented that PennDOT would be happy to provide any information needed with reference to Governor Rendell's presentation.

Jerry Lutin, New Jersey Transit, commented that a Request for Proposal (RFP) is being issued for a statewide station car project and encouraged anyone involved

with station cars to participate.

John Matheussen, Delaware River Port Authority (DRPA), mentioned that the kickoff for the DRPA and Port Authority Transit Corporation (PATCO) Transit Oriented Development (TOD) project will be held in Collingswood on April 24, 2007.

Robert A. Box, PATCO, commented that the fare collection project (SmartCard) is still in the pilot phase. The cards are being tested and hopefully will be operational shortly.

Dr. Shanis mentioned that DVRPC is working closely with PATCO to ensure that TransitChek will be compatible with their SmartCard program.

James Cheatham, Federal Highway Administration (FHWA), Pennsylvania Division, commented that the FY 2007 Federal Appropriation Numbers have been released by FHWA to the states and the Target Program Numbers should also be available from the state in the near future.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:40 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for March 22, 2007
- (2) RCC Recommendations to the Board for March 22, 2007

Additional Documents Distributed to the Board:

- (1) *Alert*, March 2007
- 2) *TravelSmart*, March 2007

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of March 22, 2007

Location: Delaware Valley Regional Planning Commission
Main Conference Room 8th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

| | |
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| New Jersey Department of Community Affairs | (not represented) |
| Pennsylvania Department of Transportation | James Ritzman |
| New Jersey Department of Transportation | Brent Barnes |
| New Jersey Governor's Appointee | Sonia Frontera |
| Pennsylvania Governor's Appointee | Richard Hayden, Esq. |
| Pennsylvania Governor's Policy Office | Joanne R. Denworth |
| Pennsylvania Counties | Ronald Bailey |
| New Jersey Counties | Carol Ann Thomas |
| City of Camden | (not represented) |
| City of Philadelphia | Gary Jastrzab |

Guests

| | |
|---|--|
| Pennsylvania Department of Transportation | James Mosca Jim Arey Lester Toaso Linda Guarini (Dist. 6) Jonathan Korus (Dist. 6) |
| New Jersey Department of Transportation | Brian Cuccia |
| Bucks County | Lynn Bush |
| Delaware County | Thomas Shaffer |

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|--|--------------------------------|
| Montgomery County | Kenneth Hughes |
| Camden County | Louis Cappelli, Jr. Esq. |
| Gloucester County | Charles E. Romick |
| Mercer County | Matthew Lawson |
| City of Trenton | Andrew Carten |
| Federal Highway Administration Pennsylvania Division | James Cheatham |
| Southeastern Pennsylvania Transportation Authority | David Fogel |
| New Jersey Transit Corporation | Jerry Lutin |
| Port Authority Transit Corporation | Robert Box |
| Delaware River Port Authority | John Matheussen Linda Hayes |
| Cross County Connection Transportation Management Association | William Raggozine |
| Bucks County Transportation Management Association | Steve Noll |
| Delaware River Joint Toll Bridge Commission | Glenn F. Reibman |
| Regional Citizens Committee Chairman | Warren Strumpfer |
| <u>DVRPC Co-Counsel</u> | |
| Pennsylvania Co-Counsel | Timothy J. Carson, Esq. |
| New Jersey Co-Counsel | Thomas Coleman, Esq. |

DVRPC Staff: Barry Seymour, Donald Shanis, Chick Dougherty, Richard Bickel, Michael Boyer, Patty Elkis, Candy Snyder, and Jean McKinney.

Call to Order

Chair Joanne R. Denworth called the Executive Committee meeting to order at 12:40 p.m.

1. Minutes of Meeting of February 22, 2007

On a **motion** by Ms. Frontera, seconded by Mr. Jastrzab, the minutes of the meeting of February 22, 2007 were approved as distributed.

2. Approval for DVRPC to Open a New Bank Account with Bank of America for TransitChek Transactions

Barry J. Seymour, Executive Director, explained to the Executive Committee that on December 15, 2003 the Commission opened a bank account with Lakeland Bank in Englewood, New Jersey. This account was opened to speed the shipment of TransitChek orders, reduce bank fees, increase interest income and facilitate the timely deposit of customer checks by the Commission's TransitChek fulfillment vendor, Commuter Check Services Corporation (CCSC), also located in Englewood.

In February 2006 CCSC was acquired by Accor, NA. Accor, NA has an exclusive banking arrangement with Bank of America, offering low fees and a competitive interest rate for funds invested. This spring CCSC will be moving its fulfillment operations to Boston, MA. We are recommending that the Lakeland account be closed and a new account be opened with Bank of America. CCSC as a subsidiary of Accor, NA is able to offer the Commission the same favorable banking relationship that Accor, NA enjoys with Bank of America. *Please note that banking functions, while largely done electronically, will be transferred to a local Bank of America branch in Camden County, assuring business stays within the State of New Jersey, and will now be in DVRPC's service area, specifically.*

It is requested at this time, that the Executive Committee authorize the Executive Director to execute the Authorization Resolution to: (a) open any deposit or share account(s) in the name of the Commission, and (b) endorse checks and orders for the payment of money or otherwise withdraw or transfer funds on deposit with Bank of America.

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

MOTION by Mr. Barnes, seconded by Ms. Thomas, that the Board authorize the Executive Director to execute an Authorization Resolution with Bank of America.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:45 p.m.