

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of September 27, 2007

Location: The Enterprise Center at the Burlington County College
3331 Route 38
Mount Laurel, New Jersey 08054

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Brent Barnes
James B. Lewis

New Jersey Governor's Appointee

Sonia Frontera

Pennsylvania Governor's Appointee

David Mandelbaum

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

James Ritzman

Bucks County

(not represented)

Chester County

Ronald T. Bailey

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.
Carol Ann Thomas

Camden County

Edward Fox

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis
Matthew Lawson

City of Chester

William Payne

City of Philadelphia

Gary Jastrzab

City of Camden

Edward Williams

City of Trenton

Andrew Carten

Non-Voting Members

Federal Highway Administration New Jersey Division Pennsylvania Division	Jeanette Mar Matt Smoker
U.S. Department of Housing and Urban Development, Region III	Elvis Solivan
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	James Requa
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Kathleen Zubrzycki
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	Robert Box
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	William Purdie
Pennsylvania Department of Environmental Protection	John Kennedy
Pennsylvania Department of Community and Economic Development	Kenneth Klothen
Regional Citizens Committee Chairman	Warren Strumpfer

DVRPC Co-Counsel

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

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, John Ward, Taghi Ozbeki, Thabet Zakaria, Elizabeth Schoonmaker, Ted Dahlburg, Michael Boyer, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca
New Jersey Department of Transportation	Brian Cuccia Jerry Mooney
Delaware County	Thomas Shaffer
Pennsylvania Department of Environmental Protection	Daniel Desmond
Marple Township Commissioner	Honorable John Butler

Greater Valley Forge Transportation Management Association	Peter Quinn
Cross County Connection Transportation Management Association	William Raggozine
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Center City District	Ben Ginsberg
Sierra Club, Southeastern Pennsylvania Group	Dennis Winters
Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)	Sue Herman
DVRPC Regional Citizens Committee	Hans Van Naerssen

Call to Order - Chair's Comments

Chair Jerald R. Cureton, called the meeting to order at 9:10 a.m. and welcomed the attendees to Burlington County and the Enterprise Center.

Public Comments on Non-Agenda Items

Sue Herman, Residents for Regional Traffic Solutions, Inc. (R.R.T.S.), expressed her concerns about the draft Bucks County Regional Traffic Study. Ms. Herman believes that the report is being approved as written and that there has not been proper consideration given to the serious concerns expressed in written comment sent to DVRPC from R.R.T.S., citizens, and townships. Ms. Herman also believes that the underlying recommendations in the June 2007 Draft Report would allow expressways along Swamp Road, Stoopville Road, and Lindenhurst Road. The final report needs to be deferred until after there has been discussion among the seven municipalities regarding citizens input and the unacknowledged dispute. The conclusions and recommendations derived from these discussions should be incorporated into a revised draft for another review and comment. It is requested that DVRPC take action now to ensure that the proper procedure and consideration are given to this study before any vote is taken.

1. Minutes of Meeting of July 26, 2007

On a **Motion** by Mr. Bailey, seconded by Ms. Frontera, the minutes of the Board Meeting of July 26, 2007 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC Staff, presented the following TIP Actions for approval.

a. PA07-58: South Street Bridge Replacement Project (MPMS #17724), Philadelphia

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$12.8 million for the design, utility, and construction phases of the South Street Bridge Replacement Project (MPMS #17724). The project will include the replacement of the 20 span bridge which passes over I-76, the Schuylkill River, and the CSX railroad. The new bridge will have four lanes with a center left turn lane, intersection tie-ins to the I-76 off-ramps, as well as architectural amenities including an open barrier with illuminated stainless-steel mesh, pedestrian overlooks, towers, bicycle lanes, and sidewalks on both sides of the bridge, and a stair tower and pedestrian ramp for access to the Schuylkill River Park system below the bridge.

The initial cost estimate for this project was prepared ten years ago and was estimated to be \$45 million. The cost increase for this project is mainly due to several scope additions that have been added since the initial cost estimate was prepared. The scope additions include the construction of a stair tower, pedestrian ramp, lookout gazebos, decorative railings, and lighting, which were required to satisfy the requirements of the Philadelphia Art Commission.

A detour route will be required during the construction of the bridge as there will be no access across the bridge during the estimated 18 months of construction. The South Street detour project (MPMS #72847) is underway and will include posted detour signs and an interconnection of new signals which will respond to new traffic patterns on Market, Chestnut, Walnut, and 38th Streets.

The City of Philadelphia expects to complete the final design over the next few months with construction to begin in the Spring of 2008. The total cost of this project is \$60.8 million. Funding will be programmed for final design in FY07(\$480,000 Bridge/90,000 State/\$30,000 Local), utility in FY07(\$480,000 Bridge/\$90,000 State/\$30,000 Local), and construction in FY07 (\$13,760,000 Bridge/\$2,605,000 State/\$835,000 Local) and FY08 (\$24,573,000 Bridge/\$4,607,000 State/\$1,536,000 Local).

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. One of these changes does result in a technical deletion of a current project and is described in TIP Action PA07-59.

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

this project has already been included in the regional air quality analysis.

The cost and source of funds are \$12,800,000 (\$10,240,000 Bridge/\$1,945,000 State/\$615,000 Local).

b. PA07-59: Montgomery Avenue Over AMTRAK Bridge Replacement Project (MPMS #57276), Philadelphia - Deferred/Deletion of Project Title

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring the \$2.5 million utility phase for the Montgomery Avenue over AMTRAK Bridge Replacement Project (MPMS #57276), from FY07 to FY11, therefore, technically deleting the project from the TIP since no phases will show within the four-year program. This project will remain in and continue to advance through the design process.

The utility phase for Montgomery Avenue over AMTRAK Bridge Replacement Project (MPMS #57276), has been deferred from FY07 to FY11, acknowledging that the project has not completed the design phase and the utility phase requires scheduling concurrence with Amtrak. At this time both the South Street and the 40th Street Bridges are higher priorities and will need to advance through Amtrak utility phases prior to this project, hence the estimated utility date of 2011. PennDOT's estimated let date for construction is not until February of 2012. Funds from the utility phase will be programmed to cover a portion of the cost increase associated with the replacement of the South Street Bridge (MPMS #17724), which is ready to advance to construction in FY08.

Financial constraint will be maintained and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Jack Lutz, Chief Bridge Engineer, City of Philadelphia, addressed the Board and stated that the South Street Bridge has an enormous impact on many entities in the City of Philadelphia because of its location and the number of connections the bridge encompasses. Although this project's cost increase of \$12.8 million has been borrowed from other projects, every effort will be made to continue to move the deferred projects forward.

Barry J. Seymour, Executive Director, commented that not only does this bridge project provide safety but is multi-modal and is designed to accommodate cars, trucks, pedestrians, and bicyclists.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve

TIP Actions PA07-58 and PA07-59.

Favorable recommendation was received from the Regional Citizens Committee (RCC) that the Board approve TIP Action PA07-59.

The RCC recommended that the Board **not** approve TIP Action PA07-58 because the adjacent community groups feel that they have been left out of the process and there are considerable issues related to the design of the bridge, including what the neighborhood views as a lack of context-sensitive solutions. A letter from John McHugh, President, South of South Neighborhood Association (SOSNA) was submitted to the RCC with their concerns (attached as part of the RCC recommendations to the Board for September 27, 2007).

Mr. Lutz responded that six public meetings were held which exceeds the federal regulations and is more public meetings than have been held for any city project. He also mentioned that meetings with Alex Doty, Executive Director of the Bicycle Coalition of Greater Philadelphia, have been favorable for some aspects of the Bridge project. The design has also been approved by the Philadelphia Art Commission.

Hans Van Naerssen, RCC member and Board President of the Bicycle Coalition, commented that he was not aware of the final recommendations from the Bicycle Coalition of Greater Philadelphia and would like additional information.

Chair Cureton mentioned some of the concerns from Mr. McHugh's letter as follows: (1) the community groups' shared view is that they did not have enough input into the design; (2) the proposed Bridge is considerably wider than the surrounding streets and the residents believe that more traffic for longer periods will be attracted to the Bridge; (3) the proposed Bridge will be less safe to all users and lacks a balanced design and fails to fit into the local context; and (4) the proposed semi-enclosed stainless steel towers create high-risk hiding places for assault by muggers and will serve as convenient targets for vandalism.

Mr. Lutz reiterated that there has been extensive public review and input into the bridge design. There are four overlooks located on the Bridge (two on each side). These overlooks are enhanced with lighting and are enclosed with a stainless steel mesh which would not allow an individual to hide behind. The Bridge will have four lanes; two lanes in each direction at its widest point with one dedicated left hand turn lane which allows for a better flow of traffic onto the Schuylkill Expressway Ramps. The Bridge is also wider to accommodate 9-foot sidewalks and 5-foot bicycle lanes on both sides of the structure. The bridge lanes will align with the existing roadway widths at each end.

Edward Fox, Camden County, inquired if there would be any additional shifting of funds within the next five years to accommodate this project.

Mr. Lutz responded that no additional shifting of funds for the South Street Bridge will be needed and expects that funds will be reprogrammed on the deferred projects.

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

MOTION by Mr. Jastrzab, seconded by Mr. Carten that the Board approve the following TIP Actions:

- (a) TIP Action PA07-58 - PennDOT's request to modify the TIP by programming an additional \$12.8 million for the design, utility, and construction phases of the South Street Bridge Replacement Project (MPMS #17724). Funding will be programmed for final design in FY07(\$480,000 Bridge/90,000 State/\$30,000 Local), utility in FY07(\$480,000 Bridge/\$90,000 State/\$30,000 Local), and construction in FY07 (\$13,760,000 Bridge/\$2,605,000 State/\$835,000 Local) and FY08 (\$24,573,000 Bridge/\$4,607,000 State/\$1,536,000 Local).
- (b) TIP Action PA07-59 - PennDOT's request to amend the TIP by deferring the \$2.5 utility phase for Montgomery Avenue over AMTRAK Bridge Replacement Project (MPMS #57276), from FY07 to FY11, therefore, technically deleting the project from the program.

3. DVRPC Fiscal Year 2008 Planning Work Program Amendments

a. Traffic Operations Modeling for I-76/I0476 Interchange/Matsonford Road Bridge River Crossings Area

John Ward, DVRPC staff, explained to the Board that PennDOT has requested that DVRPC prepare a traffic operations model and visualization tool as a complement to the design development work being performed in this area as part of Phase 2 of the I-76 Widening Feasibility Study. In FY 2007, DVRPC staff initiated Phase 1 of the I-76 Widening Feasibility Study. The breadth of the Phase 1 work addressed the potential feasibility to implement spot widening improvements, conventional widening and double-decking the highway at various locations and in varying segments between US 202 and US 1. Conceptual improvements identified in Phase 1 were developed in concert with the outcomes from the Schuylkill River Crossings Study, which was also a DVRPC FY 2007 Work Program project.

The conceptual improvements were developed from a physical feasibility perspective only and without any tools for determining the traffic benefit of the recommendations. The proposed project would apply the traffic operations

model to derive performance measures from modeled outputs of DVRPC's regional travel demand forecasting model.

The cost and source of funds will be \$60,000 (\$48,000 in PA Supplemental PL funds and \$12,000 in PA SMLF match).

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

MOTION Mr. Hughes, seconded by Mr. Pickett, that the Board amend the DVRPC Fiscal Year 2008 Planning Work Program to include the Traffic Operations Modeling for the I-76/I-476 Interchange/Matsonford Road Bridge River Crossings Area Study.

a. PATCO Philadelphia Extension Study Alternatives Analysis

Thabet Zakaria, DVRPC staff, explained to the Board that the Delaware River Port Authority (DRPA) has requested that DVRPC provide existing data, travel simulation models, and technical assistance to their consultants in the conduct of the Philadelphia portion of the PATCO Extension Study. This assistance includes the provision of existing socioeconomic data, traffic counts, existing forecasting models and related computer programs. The consultants will adapt the DVRPC data and models to produce ridership forecasts for the PATCO No-build and Build alternative scenarios.

This project will be initiated and completed in FY 2008 and the cost and source of funds will be \$35,000 in dedicated funds from the Delaware River Port Authority.

c. PATCO New Jersey Extension Study Alternatives Analysis

Mr. Zakaria explained to the Board that the Delaware River Port Authority (DRPA) has also requested that DVRPC provide existing data, travel simulation models, and technical assistance to their consultants in the conduct of the New Jersey portion of the PATCO Extension Study. As in Pennsylvania this assistance also includes the provision of existing socioeconomic data, traffic counts, existing forecasting models and related computer programs. The consultants will adapt the DVRPC data and models to produce ridership forecasts for the PATCO No-build and Build alternative scenarios.

This project will be initiated and completed in FY 2008 and the cost and source of funds will be \$40,000 in dedicated funds from the Delaware River Port Authority.

Mr. Fox questioned what would happen if the South Jersey Transportation Planning Organization (SJTPA) projections were different from the DVRPC projections? Would it be at the discretion of PATCO as to which projection numbers to use?

Robert Box, PATCO, responded that ultimately any differences would have to be approved by the federal government.

Mr. Cureton, inquired if New Jersey Transit (NJ Transit) is included in any of these Extension Study Alternative Analyses.

Mr. Box responded, that, at present, these studies are only for PATCO. However, there has been some coordination with SEPTA and NJ Transit to examine the original alignment on the Conrail right-of-way as an alternative and extensive public outreach has already begun.

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. Jastrzab, that the Board amend the DVRPC Fiscal Year 2008 Planning Work Program to include the PATCO Philadelphia Extension Study Alternatives Analysis and the PATCO New Jersey Extension Study Alternatives Analysis.

4. Approval of Date for December Board and Executive Meetings

Mr. Seymour explained that at the beginning of the Calendar year the December Board and Executive Meeting date was not designated and has now been scheduled for December 6, 2007. Formal Board action is needed to approve and advertise the date.

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

MOTION by Mr. Pickett, seconded by Mr. Hughes that the Board approve the date of December 6, 2007 as the date for regular December Board and Executive Meetings.

5. Approval of Board Meeting Schedule for Fiscal Year 2008

Mr. Seymour also requested approval of the Board Meeting Schedule for Fiscal Year 2008 (attached as part of these minutes).

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

MOTION by Mr. Romick, seconded by Mr. Carten that the Board approve the Board Meeting schedule for Fiscal Year 2008.

6. PennDOT Policy for Using Act 44 Funds

Donald S. Shanis, DVRPC staff, reported that there are approximately 616 deficient bridges within the five-county Pennsylvania region. Few are currently programmed to be repaired and most of the funding for those bridge repairs are estimated at four or five years out or beyond. DVRPC's Regional Transportation Committee (RTC) is concerned about PennDOT's use of the new Act 44 Funds to pay for a new set of bridges, consequently deferring the funding of the bridge projects which have already been started. The PennDOT policy released a "Candidate List" with 40 new bridge projects and more than 200 resurfacing projects and the PennDOT policy indicates funds not be used "for cost increases."

Dr. Shanis then brought the Board's attention to the handout (distributed to the Board) which showed the breakdown of the deficient bridges by county, how many of these bridges are on the TIP, what percent of bridges are not fully funded, the percent of cost moved to later fiscal years, and the breakdown of bridge deferrals by county.

The RTC recommends a change in PennDOT's policy and is requesting Board support for at least some of the bridge repair projects which have already begun instead of funding new projects.

James Ritzman, PennDOT, explained the rationale of Act 44. PennDOT examined the State Transportation Funding and Reform Commission Report which stated that \$1.7 billion was needed annually to address the Pennsylvania's highway, bridge, and transit problems. The final legislative package agreed to provide approximately \$900 million per year. PennDOT was charged by the Senate to put together a list with the type of projects that could be completed with new revenue within four years. No new capacity projects were identified and PennDOT identified only the bridges which were structurally deficient.

Mr. Seymour reported that DVRPC staff's main concern was that the structurally deficient bridges identified on the candidate list may not be on the TIP and staff would like to direct part of the funding back to those structurally deficient bridge projects that are already in the TIP but not fully funded.

Mr. Ritzman continued to explain that the intent of the candidate list of priority projects was only in response to the Legislature's request. However, the main focus for the Act 44 funds is system preservation and PennDOT will work with the MPO's to examine the deficient bridge projects which can and should advance.

Kenneth Hughes, Montgomery County, commented that projects already identified as a priority on the TIP should move forward and these projects should not be deferred.

Mr. Ritzman agreed.

7. Regional Citizens Committee (RCC) Report

Warren Strumpfer reported the activities from the August 15, 2007 and the September 18, 2007 RCC Meetings.

At the August 15, 2007 meeting, the RCC discussed the expansion of the membership, the development of focus groups to help with the expansion of minority participation, and the function of the RCC. Work Program projects were also discussed and the RCC participated in the DVRPC exercise, *Dots and Dashes*, which helps piece together the future of transit.

At the September 18, 2007 meeting, Ms. Ryan Alexander, President of Taxpayers for Common Sense (TCS) presented the Congressional earmarking process and various efforts to make earmarking a more transparent process. Ms. Alexander suggested, and would support, DVRPC providing to the legislatures a list of prioritized projects which have already gone through the TIP process.

Mr. Strumpfer also noted that the RCC was disappointed in not having the opportunity to participate in the 45-day comment period for the Draft Bucks County Regional Traffic Study and has voted to adopt a statement regarding this Study (attached to the RCC recommendations to the Board for September 27, 2007). One item of particular interest shown in the Study was the Roundabout Alignment for Washington Crossing Road. The RCC was concerned and essentially wants to continue the current alignment of Washington Crossing Road throughout the area without change.

Lastly, Mr. Strumpfer noted that there is some discrepancy as to whether or not the Bicycle Coalition of Greater Philadelphia is in favor of the design for the South Street Bridge. This item needs to be clarified.

Mr. Seymour responded on the issue of earmarks and stated that discussions to hold legislative briefings have taken place for the purpose of submitting a list of priority projects in the region which have not been fully funded.

Mr. Seymour also informed Mr. Strumpfer that the Bucks County Regional Traffic Study can be obtained on the website for the RCC to review.

8. Executive Director's Report

a. State Transportation Commission Hearings August 16, 2007

Mr. Seymour reported that the State Transportation Commission Hearings held at DVRPC on August 16, 2007 was very successful and permitted the Counties and Operating Agencies the opportunity to identify particular priority projects.

b. Northeast States Transportation Planning Conference

Mr. Seymour attended the Northeast States Transportation Planning Conference in Rhode Island. The one common thread which link the discussions was funding and the lack of funding resources.

c. Smart Transportation Solutions for Pennsylvania and New Jersey

Mr. Seymour reported that this is a joint project between DVRPC, NJDOT and PennDOT to examine roadway design guidelines in context with rural communities.

d. Letter to Commissioner Kolluri Dated July 31, 2007

Mr. Seymour reported that the letter and attachment sent to Commissioner Kolluri was to highlight and call attention to the Study and Development Projects in each county that either have not progressed from last year or are not scheduled to progress this year.

e. New Jersey Alliance for Action Conference

Mr. Seymour and Dr. Shanis attended the New Jersey Alliance for Action Conference. Commissioner Kolluri spoke and stressed the importance of New Jersey's funding sources and the lack thereof. New Jersey is \$100 billion in debt partly due to retiree medical benefits, however, also due to the Transportation Trust Fund debt.

f. Marketing of Older Communities

Mr. Seymour reported that an effort is being developed to market older communities. An advertising firm and an advisory committee are working with DVRPC to develop an ad campaign on a regional scale and also provide information to individual municipalities to help with their marketing efforts.

g. Partnership for the Delaware Estuary Dinner

Mr. Seymour announced that the Partnership for the Delaware Estuary Dinner is scheduled for September 27, 2007.

9. Committee Reports

The following Committee Highlights were distributed to the Board for their review:
(1) Planning Coordinating Committee/Regional Transportation Committee;
(2) Information Resource Exchange Group; (3) Board Policy Committee Meeting;
and (4) Regional Aviation Committee.

10. One Minute Reports

No reports were stated.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 10:20 a.m.

Attachments:

- (1) Board and Executive Meeting Schedule for Calendar Year 2008
- (2) PCC/RTC Recommendations to the Board for September 27, 2007
- (3) RCC Recommendations to the Board for September 27, 2007

Additional Documents Distributed to the Board:

- (1) *Alert*, September, 2007
- (2) *TravelSmart*, September, 2007
- (3) DVRPC Analytical Date Report entitled: *Regional, County, and Municipal Population and Employment Forecasts, 2005-2035*

DVRPC fully complies with Title VI of the Civil Rights Act of 194 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

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EXECUTIVE COMMITTEE

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Mount Laurel, New Jersey 08054

Membership Present

New Jersey Department of Community Affairs

New Jersey Department of Transportation

New Jersey Governor's Appointee

Pennsylvania Governor's Appointee

Pennsylvania Governor's Policy Office

Pennsylvania Department of Transportation

New Jersey Counties

Pennsylvania Counties

City of Camden

City of Philadelphia

Guests

Delaware County

Montgomery County

Camden County

Gloucester County

Mercer County

City of Chester

City of Trenton

Pennsylvania Department of Transportation

Representative

Joyce Paul

Brent Barnes
James B. Lewis

Sonia Frontera

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Regional Citizens Committee Chairman	Warren Strumpfer
DVRPC Regional Citizens Committee	Hans Van Naerssen
<u>DVRPC Co-Counsel</u> Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.
<u>DVRPC Staff:</u> Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, John Ward, Taghi Ozbeki, Thabet Zakaria, Elizabeth Schoonmaker, Ted Dahlburg, Michael Boyer, and Jean McKinney.	

Call to Order

Chair Jerald R. Cureton, called the Executive Committee meeting to order at 10:20 a.m.

1. Minutes of Meeting of July 26, 2007

On a **motion** by Mr. Mandelbaum, seconded by Mr. Jastrzab, the minutes of the meeting of July 26, 2007 were approved as distributed.

2. Contract Authorization: R-6 Norristown Rail Line Service Extension

Donald Shanis explained that the Montgomery County Planning Commission is seeking proposals from experienced and multi-disciplined planning and engineering firms or teams to provide technical and financial analysis to extend rail service west from the Norristown Transportation Center to US-422, Phoenixville, Royersford, Pottstown, and Reading. For more than a decade, efforts to institute transit service between Reading and Center City Philadelphia have not been successful. Known for the last twelve years as the Schuylkill Valley Metro project, establishment of a transit corridor parallel to US-422 remains a beneficial modal alternative to commuters. The purpose of this effort is to simplify the service proposals and revise/update costs and ridership accordingly.

A consultant selection committee comprised of representatives from the Montgomery County Planning Commission, the Berks County Planning Commission, SEPTA, and the Delaware Valley Regional Planning Commission was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The committee recommends approval to contract with DMJM Harris.

The estimated consultant cost is \$100,000 in Federal Transportation Administration funds under the DVRPC Transit Support Program with \$25,000 in matching funds from Montgomery County.

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

MOTION by Mr. Bailey, seconded by Mr. Jastrzab, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the DJMJ Harris to provide technical and financial analysis to extend rail service west from the Norristown Transportation Center to US-422, Phoenixville, Royersford, Pottstown, and Reading. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

3. **Approval of the Executive Committee Meeting Schedule for Calendar Year 2008**

Barry J. Seymour presented the Executive Committee Meeting Schedule for Calendar Year 2008 for Executive Committee approval.

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

MOTION by Mr. Mandelbaum, seconded by Mr. Bailey, that the Executive Committee approve the Executive Committee Meeting schedule for Calendar Year 2008.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 10:25 a.m.

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