

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of April 23, 2009

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

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
Bucks County

Chester County

Delaware County
Montgomery County
Burlington County

Camden County
Gloucester County
Mercer County
City of Chester
City of Philadelphia
City of Camden
City of Trenton

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division

U.S. Department of Housing and Urban
Development, Region III
U.S. Environmental Protection Agency, Region III

Representative

Joyce Paul
David A. Kuhn
Joseph Neal, Esq.
(not represented)
Joanne R. Denworth
Kenneth Klothen
James Mosca
James Cawley
Lynn Bush
Carol Aichele
Ronald Bailey
John Pickett
Joseph M. Hoeffel
Leah Arter
Carol Ann Thomas
(not represented)
Charles E. Romick
Donna Lewis
(not represented)
Rina Cutler
(not represented)
(not represented)

Jeanette Mar
(not represented)

(not represented)
(not represented)

U.S. Environmental Protection Agency, Region II	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Pippa Woods
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	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)
New Jersey Office of Smart Growth	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer

DVRPC Co-Counsel

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

DVRPC Staff: Barry J. Seymour, Donald Shanis, Thabet Zakaria, Elizabeth Schoonmaker, Patty Elkis, Stacy Bartels, Michael Boyer, Rob Graff, Joseph Hacker, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
Delaware River Port Authority	James McQuilkin
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
New Jersey Turnpike Authority	Brian C. Wahler
Representative Steve Santarsiero's Office	Rachel Schillinger

Call to Order - Chair's Comments

Chair Carol Aichele called the meeting to order at 10:10 a.m.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of March 26, 2009

On a Motion by Mr. Kuhn, seconded by Mr. Romick, the minutes of the Board Meeting of March 26, 2009 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programming, presented the following TIP Actions for approval.

a. NJ09-20: Pedestrian and Bicycle Facilities and Street Lighting in Haddon Heights, (MPMS #TBD) Camden County

The Borough of Haddon Heights has requested that DVRPC amend the FY2009-2012 TIP for New Jersey by adding a new DEMO project to the TIP, Pedestrian and Bicycle Facilities and Street Lighting in Haddon Heights, (MPMS #TBD), and program final design (\$25,000 DEMO) and construction (\$238,766 DEMO) in FY09. The funding for this project will be provided by a \$263,766 SAFETEA-LU Earmark (NJ ID# 174, FED ID# 1386).

The project will include the construction of sidewalks, curbs, handicapped ramps, crosswalks, decorative benches, street trees, and decorative light poles and fixtures at the following six locations: East Atlantic Avenue from Garden Street to High Street; East Atlantic Avenue at Stanfill Towers Senior Apartments; East Atlantic Avenue at Green Street; West Atlantic Avenue from High Street to the Water Company property; West Atlantic Avenue from Lippincott Lane to the South end of the Sports Complex; Lippincott Lane from 7th Avenue to West Atlantic Avenue. The project will also include bike racks.

The completion of this project would provide for the connection of the Station Avenue business district with the newly completed Kings Run Age Restricted Housing Project located on East Atlantic Avenue at High Street. This project would also provide for safe pedestrian access to and from the West Atlantic Avenue Sports Field located at the border of Barrington, which currently has no sidewalks.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds.

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

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action NJ09-20.

The Regional Citizens Committee also recommended approval of TIP Action NJ09-20, however, the RCC further recommends that the Borough of Haddon heights implement the bicycle and traffic calming elements referenced in the DVRPC *Taming Traffic: Context Sensitive Solutions* study.

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

MOTION by Mr. Kuhn, seconded by Mr. Romick that the Board approve TIP Action NJ09-20, the Borough of Haddon Heights's request to amend the FY2009-2012 TIP for New Jersey by adding a new DEMO project to the TIP, Pedestrian and Bicycle Facilities and Street Lighting in Haddon Heights, (MPMS #TBD), and programming final design (\$25,000 DEMO) and construction (\$238,766 DEMO) in FY09.

b. PA09-31: Capital Assistance for Purchase of Accessible Small Transit Vehicles Section 5310 Program (MPMS #82860), PennDOT's Bureau of Public Transportation

PennDOT's, Bureau of Public Transportation, has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project to the TIP, Capital Assistance for Purchase of Accessible Small Transit Vehicles Section 5310 Program (MPMS #82860), by programming \$2,863,600 (\$2,290,880 FTA 5310/\$572,720 Local Match) in FY09 for the purchase of 46 vehicles and three radios for 13 agencies in the DVRPC region.

The Section 5310 program is intended to support the provision of transportation services for elderly persons and persons with disabilities who cannot be reasonably accommodated by conventional public transportation services. The program provides an opportunity for private nonprofit organizations and designated public agencies to apply for State-administered Federal capital assistance to pay 80% of the purchase costs of new wheel chair accessible vehicles and other related transportation equipment. The remaining 20% must be provided by the applicant.

The 13 agencies receiving funds are:

Bucks County

Bucks County Transport, Inc - funds to be used for the purchase of eight wheelchair accessible vehicles - \$544,000 (\$435,200 FTA -5310/\$108,800 Local Match).

Saint Mary Medical Center - funds to be used for the purchase of four wheelchair accessible vehicles - \$290,000 (\$232,000 FTA-5310/\$58,000 Local Match).

Woods Services Foundation - funds to be used for the purchase of three wheelchair accessible vehicles and three radios - \$182,600 (\$146,080 FTA-5310/\$36,520 Local Match).

Montgomery County

Suburban Transit Network, Inc - funds to be used for the purchase of six wheelchair accessible vehicles - \$360,000 (\$288,000 FTA-5310/\$72,000 Local Match).

Chester County

County of Chester - funds to be used for the purchase of eight wheelchair accessible vehicles - \$528,000 (\$422,400 FTA-5310/\$105,600 Local Match).

Human Services, Inc. - funds to be used for the purchase of four wheelchair accessible vehicles - \$262,000 (\$209,600 FTA-5310/\$52,400 Local Match).

Delaware County

Children and Adult Disability and Educational Services - funds to be used for the purchase of two wheelchair accessible vehicles - \$120,000 (\$96,000 FTA-5310/\$24,000 Local Match).

Community Transit of Delaware County, Inc. - funds to be used for the purchase of three wheelchair accessible vehicles - \$180,000 (\$144,000 FTA-5310/\$36,000 Local Match).

Elwyn - funds to be used for the purchase of two wheelchair accessible vehicles- \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match).

Philadelphia

Pauls Run - funds to be used for the purchase of one wheelchair accessible vehicle \$67,000 (\$53,600 FTA-5310/\$13,400 Local Match).

Programs Employing People - funds to be used for the purchase of two wheelchair accessible vehicles - \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match).

The Arc of Philadelphia - funds to be used for the purchase of two wheelchair accessible vehicles - \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match).

The Trustees of the University of Pennsylvania - funds to be used for the purchase of one wheelchair accessible vehicle - \$60,000 (\$48,000 FTA-5310/\$12,000 Local Match).

Financial constraint will be maintained as the project uses Section 5310 funds provided by the Federal Transit Administration and local matches provided by the winning applicants of the Section 5310 program.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA09-31.

The RCC voted to take **no action** because of strong concerns regarding the lack of consideration of alternative fuel vehicles, disparity in vehicle cost and the possible duplication of services with other transportation providers.

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

MOTION by Mr. Mosca, seconded by Ms. Bush that the Board approve TIP Action PA09-31, PennDOT's Bureau of Public Transportation request to amend the TIP by adding a project to the TIP, Capital Assistance for Purchase of Accessible Small Transit Vehicles Section 5310 Program (MPMS #82860), by programming \$2,863,600 (\$2,290,880 FTA - 5310/\$572,720 Local Match) in FY09 for the purchase of 46 vehicles and three radios for the following 13 agencies in the DVRPC region:

1. Bucks County Transport, Inc - \$544,000 (\$435,200 FTA - 5310/\$108,800 - Local Match);
2. Saint Mary Medical Center - \$290,000 (\$232,000 FTA- 5310/\$58,000 Local Match);
3. Woods Services Foundation - \$182,600 (\$146,080 FTA- 5310/\$36,520 Local Match);
4. County of Chester - \$528,000 (\$422,400 FTA-5310/\$105,600 Local Match);
5. Human Service, Inc. - \$262,000 (\$209,600 FTA-5310/\$52,400 Local Match);
6. Children and Adult Disability and Educational Services - \$120,000 (\$96,000 FTA- 5310/\$24,000 Local Match);
7. Community Transit of Delaware County, Inc. - \$180,000 (\$144,000 FTA-5310/\$36,000 Local Match);
8. Elwyn - \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match);

9. Suburban Transit Network, Inc. - \$360,000 (\$288,000 FTA-5310/\$72,000 Local Match);
10. Pauls Run - \$67,000 (\$53,600 FTA-5310/\$13,400 Local Match);
11. Programs Employing People - \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match);
12. The Arc of Philadelphia - \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match); and,
13. The Trustees of the University of Pennsylvania - \$60,000 (\$48,000 FTA-5310/\$12,000 Local Match).

c. PA09-32a: US 202 Parkway, Pickertown Road to PA 611 (Section 721) (MPMS #47395), Bucks County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming an additional \$37.27 million for the construction phase of US 202 Parkway, Pickertown Road to PA 611 (Section 721) (MPMS #47395) in FY09 (\$4,805,000 State), FY10 (\$4,120,000 State), FY11 (\$11,972,000 State), and FY12 (\$16,374,000 State). The additional increase is needed to meet the latest construction cost estimate, construction inspection, and construction consultation services. A portion of the construction phase was expected to be obligated in the FY07 TIP, but the obligation never took place due to delays in obtaining permits and right of way clearances.

The previous construction estimate of \$45 million was updated and found to be inaccurate due to underestimated mobilization, landscaping, stormwater basins, pavement and drainage items. In addition, elements of this project including sign structures, signal quantities, and increase in material costs were not included in the construction estimate.

This project will provide for one of the portions of the Section 700 Route 202 relocation as part of the Parkway concept. The project will include the construction of approximately 3.36 miles of a two lane roadway on new alignment, reconstruction and widening of Bristol Road, Lower State Road, and Almshouse Road. The project will also include two single span arches over tributaries to Neshaminy Creek, a four span bridge over Neshaminy Creek, a single span bridge over New Britian Road, retaining walls, stormwater management basins and management facilities, traffic signals, drainage improvements, concrete curbs, sidewalks, pavement markings, signing, lightning, landscape plantings. This project is expected to go out to bid in May, 2009.

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 has already been included in the regional air quality analysis.

d. PA09-32b: US 202 Parkway, PA 463 to Pickertown Road (Section 711) (MPMS #47396), Bucks County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming an additional \$6.5 million for the construction phase of, US 202 Parkway, PA 463 to Pickertown Road (Section 711) (MPMS #47396) in FY09 (\$3,266,000 State) and FY11 (\$3,278,000 State). The additional increase is needed to meet the latest construction cost estimate, construction inspection, and construction consultation services.

This project includes the construction of approximately 3.26 miles of a two lane roadway, reconstruction and widening of PA 152, overlay and widening of Upper State Road, reconstruction of Pickertown Road, single span bridges over tributaries to the Little Neshaminy Creek, a single span arch over a cemetery access, a single span bridge over Mill Creek, and a single span bridge carrying Pickertown Road over the parkway, retaining walls, stormwater management basins and management facilities, traffic signals, drainage improvements, utility installation/relocation, concrete curbs, sidewalks, pavement markings, signing, lighting, and landscape plantings. This project is expected to go out to bid in May.

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 has already been included in the regional air quality analysis.

e. PA09-33: US 202, 5-Points Intersection (Section 71A) (MPMS #63493), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$3,822,000 State) to later fiscal years, therefore, technically deleting the project, US 202, 5-Points Intersection (Section 71A) (MPMS #63493) from the four year FY2009 TIP. This project is related to sections 711 and 721 of US Route 202 and as their delivery has been somewhat delayed, the estimated construction of this project is also somewhat delayed, and is expected to advance in FY2013, and will not be dropped.

This project involves modifications to the intersection of Doylestown Road, Bethlehem Pike, and Cowpath Road in Montgomery Township. Improvements to the intersection will include the installation of additional through lanes and minor widening on several legs, as well as the retiming of the existing traffic signal. Other improvements will include modifications to the existing drainage system, replacing the existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking.

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 the construction funding is only being deferred to FY2013.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA09-31a, PA09-32b, and PA09-33.

The RCC recommended that the Board **not** approve TIP Actions PA09-32a and PA09-32b. The RCC has consistently not approved funding the 700 Section of Route 202 because of the project's increase in single occupancy vehicle (SOV) capacity. The RCC also requested additional information on viable alternatives.

The RCC recommended that the Board approve TIP Action PA09-33.

Barry Seymour, DVRPC Executive Director, responded that the information on viable alternatives would be made available to the RCC.

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

MOTION by Ms. Denworth, seconded by Ms. Cutler that the Board approve the following TIP Actions:

- (1) PA09-32a, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by programming an additional \$37.27 million for the construction phase of, US 202 Parkway, Pickertown Road to PA 611 (Section 721) (MPMS #47395) in FY09 (\$4,805,000 State), FY10 (\$4,120,000 State), FY11 (\$11,972,000 State), and FY12 (\$16,374,000 State);

- (2) PA09-32b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by programming an additional \$6.5 million for the construction phase of, US 202 Parkway, PA 463 to Pickertown Road (Section 711) (MPMS #47396) in FY09 (\$3,266,000 State) and FY11 (\$3,278,000 State); and,
- (3) TIP Action PA09-33, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$3,822,000 State) to later fiscal years, therefore, technically deleting the project, US 202, 5-Points Intersection (Section 71A) (MPMS #63493), from the TIP.

f. **PA09-35: Swamp Road Corridor Improvement, Route 413 to Rushland Road (MPMS #64780), Bucks County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by removing the FY11 utility phase (\$1.6 million STP/\$400,000 State) and the FY11 right-of-way phase (ROW) (\$4.560 million STP/\$1.140 million state) from the Swamp Road Corridor Improvement Project (MPMS #64780), thereby deleting the project due to significant downsizing, and advancing minor improvements through a PennDOT Maintenance Contract. The later fiscal year construction funding (\$16.720 million STU/\$4.180 million state) will also be removed.

Currently, the project description shows minor roadway widening, horizontal and vertical curve realignment, shoulder rehabilitation, replacement of the culvert on Swamp Road at Penns Woods Road, and associated drainage improvements.

While local stakeholders from the Swamp Road residents group still wish to see improvements in the area, they have not been in support of the major reconstruction project that would have required additional right-of-way and realigning the roadway to eliminate the curves. PennDOT has worked with the residents group to prepare a signage program to address the slope, curve, and potential slippery conditions of the corridor for travelers. The signage program is currently under review with PennDOT's Traffic Unit, and will be advanced as a PennDOT maintenance contract, hence the removal of funding for the TIP. The culvert at Penns Woods Road which falls within the corridor will be replaced as part of MPMS #64781 and will be widened to appropriate standards and will include shoulders.

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 from the regional air quality analysis.

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

MOTION Mr. Cawley, seconded by Ms. Cutler, that the Board approve TIP Action PA09-35, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by removing the FY11 utility phase (\$1.6 million STP/\$400,000 State) and the FY11 ROW phase (\$4.560 million STP/\$1.140 million state) from the Swamp Road Corridor Improvement project (MPMS #64780) , thereby deleting the project due to significant downsizing, and advancing minor improvements through a PennDOT Maintenance Contract.

g. PA09-36: PA 309 Connector Project - Phase I (MPMS# 16438), Montgomery County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of the PA 309 Connector Project - Phase I (MPMS# 16438), by \$5.550 million in FY09 (\$4,440,000 STU/\$1,110,000 State). This increase is due to escalation costs caused by delays in letting the project, an increase in the pavement thickness, additional excavation costs to address resource agency concerns related to permits, and changes in various design aspects of the project.

This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the Pennsylvania Turnpike Lansdale Interchange and will proceed in two phases. The overall goal of the project is to provide a two lane roadway connection by upgrading two existing two lane roads (Wambold Road and Township Line Road) and connecting them with a two lane roadway approximately one mile in length. Phase 1 includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11 foot lanes and eight foot shoulders) on Wambold Road and a two lane runaround around Mainland Village.

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 has already been included in the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA09-36.

The RCC recommended that the Board **not** approve TIP Action PA09-36, as this project is an unwarranted capacity-adding SOV project.

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

MOTION by Mr. Hoeffel, seconded by Mr. Mosca, that the Board approve TIP Action PA09-36, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of the PA 309 Connector Project - Phase I (MPMS# 16438), by \$5.550 million in FY09 (\$4,440,000 STU/\$1,110,000 State).

h. PA09-37: Regional Rail Signal Modernization Program - (MPMS #60255), SEPTA

SEPTA has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by increasing the scope of the Regional Rail Signal Modernization Program (MPMS #60255) to include \$41.024 million for the Positive Train Control System (PTC). The \$41 million has been made available due to the American Recovery and Reinvestment Act of 2009 funds that were added to other existing SEPTA projects which could advance more quickly than were programmed in the TIP, thereby freeing up regular FTA formula funds for another use.

The Signal Modernization program currently programs \$37.7 million for the Automatic Train Control System (ATC). A PTC System will be superimposed atop the ATC on all SEPTA Regional Rail lines. Working in unison, these two systems will provide the functionality the "Rail Safety Improvement Act of 2008" has mandated to be operational by December 31, 2015. This Act requires that operators who regularly schedule intercity or commuter rail passenger transportation submit a plan to the Secretary of Transportation for the implementation of a positive train control system. The PTC will enhance the ATC System by providing the ability to enforce a stop, enforce civil speed restrictions and enforce temporary speed restrictions through a network of transponders, while maintaining the continuous track monitoring advantages of the ATC. The installation of this system will ensure complete interoperability with Amtrak and the various freight carriers that operate over the Northeast Corridor. SEPTA anticipates spending a total of \$93.5 million on the PTC

system over the next 6 years; \$41.024 programmed in FY10, FY11, and FY12 and the \$52.526 balance during FY's 2013, 2014, and 2015 (LFY's).

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 from the regional air quality analysis.

Byron Comati, SEPTA, commented that AMTRAK already has the PCT in place. The mandate only applies to the commuter rail carriers which do not have PCT.

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

MOTION by Ms. Cutler, seconded by Mr. Pickett, that the Board approve TIP Action PA09-37, SEPTA's request to amend the FY2009-2012 TIP for Pennsylvania by changing the scope of the Regional Rail Signal Modernization Program (MPMS #60255) to include \$41.024 million for the Positive Train Control System: FY10 (\$11.2 million 5309/\$5.018 million State/\$559,000 Local), FY11 (\$8 million 5309/\$7.297 million State/\$527,000 Local), FY12 (\$5.2 million 5309/\$2.942 state/\$281,000 Local).

3. Approval of Transportation Enhancement (TE) Funding Requests

a. Historic Wayne Station Renovation, Delaware County

Ms. Schoonmaker explained to the Board that SEPTA has Federal Transit Administration Transportation Enhancement (TE) funds that must be obligated within this federal fiscal year. The TE funds (\$1,749,489) are from the FY 2007 and 2008 FTA funding distribution. Typically, SEPTA participates in the competitive DVRPC Transportation Enhancement program, but there has not been a competitive selection round since 2005/2006 and SEPTA's 2007 and 2008 FTA funds are in jeopardy of lapsing. SEPTA requests that the available funding be used for rehabilitation of SEPTA's Wayne Station which was selected as a TE project several years ago (\$312,391 total), and added to ongoing work at that location. Improvements include the inbound/outbound canopies, building, installation of way finding and station identification signage and graphics, construction of new high level platforms and shelters, site drainage, and retaining walls.

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. Hoeffel, that the Board approve the available SEPTA FY2007 and FY2008 transit TE funds for the Historic Wayne Station project (MPMS #60619) and amend the FY 2009 Transportation Improvement Program for PA (TIP Action PA09-38) by programming \$1,749,489 in FY09.

b. Tidal Schuylkill Greenway Project, Philadelphia

The Schuylkill River Development Corporation is requesting that the \$1 million in TE funding be transferred from the Grays Ferry Avenue Streetscape Project MPMS #77451 to the Tidal Schuylkill Greenway Project. This would effectively delete the Grays Ferry Streetscape project from the Transportation Enhancements Program and the FY09 TIP for Pennsylvania. Due to some design requirements, the Grays Ferry project will not be able to advance.

The Tidal Schuylkill Greenway Project will connect to the current Schuylkill River Trail and extend south along the Schuylkill River from Locust Street to the South Street Bridge. This project was originally funded through the DVRPC Competitive CMAQ Program with \$400,000 for right-of-way (ROW) acquisition. The amount of ROW funding is not currently needed and a portion of the funding will be transferred to the final design (FD) phase instead. Close to \$5 million in local funding, the \$1 million in Transportation Enhancement (TE) funding from the Grays Ferry Streetscape project, and approximately \$1 million in DEMO funding is also being added to the Tidal Schuylkill Trail/Greenway project in order to fully fund every phase of the project.

Rina Cutler, City of Philadelphia, commented that as a Board member of the Schuylkill River Development Corporation she will abstain from voting.

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

MOTION by Ms. Denworth, seconded by Ms. Lewis that the Board approve dropping the Grays Ferry Streetscape TE project and shifting the \$1 million TE funding made available for that project to the Tidal Schuylkill Trail/Greenway Project, and amend the FY2009 TIP for PA by dropping the Grays Ferry Streetscape project (TIP Action PA09-39). Also approve further funding changes to the Tidal Schuylkill Trail/Greenway Project by shifting \$320,000 in CMAQ funding from the ROW phase to the FD phase, adding local funding in the amount of \$4,854,000 and DEMO funding in the amount of \$1,024,000 for construction.

Ms. Cutler **abstained**.

4. **Authorization to Open a Public Comment Period for the Draft Connections 2035 Long Range Plan (LRP); the Draft FY 2010-2013 New Jersey Transportation Improvement Program (TIP); and the Draft Conformity Finding of the FY 2009 Pennsylvania TIP, FY 2010 New Jersey TIP, and the Connections 2035 LRP**

Michael Boyer, DVRPC Manager Long Range Planning, 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.

Every year, DVRPC develops a TIP for the New Jersey portion of the region (the combined New Jersey and Pennsylvania TIP process occurs every other year). Work began in September 2008 on the development of the FY 2010-2013 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 2010 TIP no later than the July Board meeting so that the state can submit their 2010 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.

The Draft Connections 2035 Long Range Plan; the Draft FY 2010 New Jersey TIP; and the draft conformity documents will be available for public review by

Wednesday, May 20, 2009 and conclude on June 20, 2009. Two public meetings will also be held: one on June 4 at DVRPC and one on June 11 at the Cherry Hill Public Library. Staff will review and respond to the comments received, and will prepare recommendations to the Board for a July adoption of the final Connections 2035 revisions, FY 2010 New Jersey TIP and the conformity findings.

Mr. Boyer also called the Board's attention to the tables (distributed to the Board) which listed the recommended Pennsylvania and New Jersey Major Regional Projects by Highway, Transit, and non-federally funded highway and transit major regional projects. Mr. Boyer then explained how the projects were selected and commented that over the next year an evaluation of projects will continue to be analyzed for future plans.

Mr. Seymour added that variables such as whether a project is ready to advance, additional funding, federal guidelines, financial constraint, etc. can occur which can amend the Plan.

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

MOTION by Mr. Kuhn, seconded by Mr. Hoeffel, 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 *Connections 2035 Long Range Plan*, the Draft FY 2010-2013 New Jersey TIP, and the Draft Conformity Determination of the FY 2009 PA TIP, FY 2010 NJ TIP, and the *Connections 2035 Long Range Plan*; to issue proper public notifications; to publish the draft documents of the *Connections 2035 Plan*, FY 2010 New Jersey TIP and conformity findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

5. **Approval of FY 2010 Project Selections and TIP Commitment for the New Jersey Job Access and Reverse Commute and New Freedom Grant Programs**

Joseph Hacker, DVRPC Manager, Transit, Bicycle, and Pedestrian Planning, explained to the Board that under SAFETEA-LU requirements, the Job Access and Reverse Commute (JARC) and New Freedom (NF) grant programs are now components of a Coordinated Human Services Transportation Planning (CHSTP) process. NJ Transit is the Governor's designated recipient for both the JARC and NF programs. Local non-profit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. NJ Transit works with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs) to conduct a "fair and equitable" selection process consistent with the adopted regional Coordinated Human Services Transportation Plan. This includes plan updates, outreach, ranking and recommendation of project applicants, and adding projects to the regional Transportation Improvement Program (TIP), pending grant approvals. New Jersey counties are also required by New Jersey Transit to follow county level coordination plans. Ranking criteria include objectives from the New Jersey state application form, continuation of successful projects, and additional external funding.

The JARC grant program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. The JARC solicitation was for Round 8 (FFY 2008) and Round 9 (FFY 2009).

The NF grant program is intended to provide transportation services for people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA). The NF solicitation was for FFY 2007 through FFY 2009.

Both programs are allocated based on a federal formula with eligibility based on service geography. In the DVRPC area, depending on geography, applicants can potentially draw from: the Philadelphia, Trenton, and New York - Newark Urbanized Areas; the Small Urban Area; and the non-urban area.

Following project solicitation in February 2009, DVRPC received four JARC and four NF applications. Staff forwarded the submissions to the New Jersey selection sub-committee, established by the Board for previous rounds of the JARC program, for their review. The selection sub-committee met on March 20th, and recommend four JARC and four NF applications to be forwarded to New Jersey Transit. Following the sub-committee meeting, a new Freedom application was determined to be not eligible. The Committee recommends that the selected projects be recommended for funding to New Jersey Transit. New Jersey Transit will make final approval of all projects including funding allocations.

The selected projects (distributed to the Board) are listed in ranked order to accommodate changes in funding levels. An internal ranking by each applicant of the specific services requested was also distributed to the Board.

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

MOTION Mr. Kuhn, seconded by Ms. Arter, that the Board approve the project recommendations for the Job Access and Reverse Commute Urban applications and New Freedom funding for New Jersey; approve amending or modifying the TIP as final project allocations are provided by New Jersey Transit; and should additional funding become available, every effort will be made to fund additional projects.

6. Approval of the Recommended Project Selections for the FY 2009 Efficient Growth for Growing Suburbs (EGGS) Program

Patty Elkis, DVRPC Associate Director Comprehensive Planning, explained to the board that DVRPC, in conjunction with the Pennsylvania Department of Transportation (PennDOT), initiated a new grant program in FY 2009 entitled Efficient Growth for Growing Suburbs (EGGS). The EGGS program provides grants to growing suburban communities in the suburbs of southeastern Pennsylvania (Bucks, Chester, Delaware and Montgomery counties) that can assist them to develop growth management and community design activities and that can optimize the efficiency of the existing and planned transportation network through better linkage of land use and transportation planning. PennDOT has provided \$320,000 of funding for the new program, which requires a 20% match by successful applicants.

A total of 112 of the 238 municipalities in the four suburban counties are eligible to apply, in two categories: (1) Municipalities identified as "Growing Suburbs" on the 2030 Planning Areas map of the DVRPC long range plan Destination 2030 (84 communities); and (2) Municipalities identified as "Rural Areas" on the 2030 Planning Areas map that have at least 100 acres of "Future Growth Area" designated on the 2030 Land Use Plan map (28 communities).

For multi-municipal applications, which are encouraged, municipalities contiguous to the municipalities meeting the criteria above are eligible as partners.

EGGS grants support planning, design, preliminary engineering, ordinance writing and feasibility studies that promote growth management, enhance community design, and optimize the efficacy of transportation investments. Examples of eligible activities are access management plans, road network plans that improve connectivity, transit feasibility studies, TDR ordinances, ordinances promoting mixed-use and roadway connectivity and alternative modes of travel to SOV, official maps, transportation demand reduction measures, and effective agricultural zoning.

The EGGS program was announced January 20, 2009 through a mailing of a program guidebook to all of the eligible communities. Two pre-proposal meetings were held in early February in Norristown and West Chester; both were well-

attended. Proposals were due March 13, and 16 proposals were received. Eight proposals were from Montgomery County, four from Chester County, two from Bucks County and two from Delaware County. The project applications totaled \$766,619, more than double the \$320,000 available.

The proposals were reviewed and ranked by the Selection Committee, which was composed of representatives from each county planning commission, two representatives from PennDOT, one from the Pennsylvania Department of Community and Economic Development (DCED) and one from DVRPC. The projects were ranked according to the weighted criteria in the EGGS Guidebook, including: transportation-land use linkage (30%), implementation strategy (20%), project status (15%), multi-municipal projects (10%), projects in Congestion Management Plan (CMP) Corridors that implement suggested strategies in the CMP (10%) and complementary benefits (15%).

The Selection Committee met to discuss the projects on April 2, 2009. Projects were ranked according to their scores, and the committee discussed the merits of each project. County Planning staff often gave additional information about projects with respect to other work being done in an area, a community's goals for projects, and the potential for success with the proposed project. Project cost was also discussed, and in some cases, was adjusted to better reflect the proposed scope of work. Based on merit, eight projects (list distributed to the Board) were selected.

As an additional incentive, Ms. Elkis commented that if a project requires adoption of a plan or ordinance from the municipality, a six month extension would be granted and 10% of the grant would be withheld until that adoption was complete.

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

MOTION by Mr. Cawley, seconded by Mr. Hoeffel, that the Board approve the recommended project selections for the FY 2009 EGGS Program.

7. **Appointment of the Nominating Committee for Fiscal Year 2010 DVRPC Board Officers**

Mr. Seymour announced that a nominating committee needs to be selected to appoint candidates for Fiscal Year 2010 (July 1, 2009 through June 30, 2010) DVRPC Board Officers. The committee was selected as follows:

Carole Aichele, Chester County
David Kuhn, New Jersey Department of Transportation
Louis Cappelli, Camden County
Joseph M. Hoeffel, Montgomery County

The committee will report the candidates at the May Board meeting and elections will take place at the June Board meeting.

On a **motion** by Ms. Cutler, seconded by Ms. Lewis, the Board approved the selection of the Nominating Committee as stated.

8. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported on the activities of the RCC Meeting of April 14, 2009.

Mr. Strumpfer reported that the RCC heard two presentations: *Making Sound Decisions About Highway Noise Abatement* presented by PennDOT Environmental Analysis Section Chief Mark Lombard and *The Aging of the Region's Baby Boomers*, presented by Mary Bell, DVRPC Principal Planning Analyst.

The RCC also requested two presentations: (1) a presentation from SEPTA regarding the Positive Train Control system and (2) an update on the R6 Extension study from the Montgomery Planning commission.

Mr. Strumpfer complimented staff on their thorough job in helping the RCC and the public understand the Long Range Plan.

9. Summary of Research for TransitChek Program

Owen Franklin, Portfolio Associates, presented the findings for an in-depth marketing research project conducted in the fall for the TransitChek (TC) Program.

Mr. Franklin commented that 825 users of TC, 188 administrators and 32 focus groups responded to a survey to assess customer satisfaction, identify potential improvements, increase participation, and identify mode changes and rider use increases for the TC Program. The key findings from the TC users were as follows: (1) a high level of satisfaction; (2) an interest in a smart/debit card; (3) an increased use of transit; (4) an increased use of monthly passes; and (5) a satisfaction with TC may be tied to satisfaction with commuting, in general.

In compiling the findings from the TC users and the administrators the Portfolio Associates recommends to DVRPC the following: (1) continue to pursue smart/debit card and online ordering; (2) demonstrate cost-benefit of TC as opposed to employer-paid parking; (3) communicate that TC is neither a "once-only" nor an "all or nothing" decision; and (4) promote TC as a tool that can help turn daily drivers into daily transit riders.

10. City of Philadelphia Sustainability Framework

Mark Alan Hughes, PhD., Chief Policy Adviser to the Mayor, Director of Sustainability, City of Philadelphia, presented to the Board the goals, targets, and initiatives of the Mayor's Office of Sustainability.

Mr. Hughes began by stating that a web site (www.greenworksphila.org) has been established for the sustainability program and invited the audience to the Sustainability Program's Launch event scheduled for 10:00 a.m. Wednesday, April 29, 2009 at the Franklin Institute.

The framework for Greenworks Philadelphia has five overall goals which include: (1) energy; (2) the environment; (3) equity; (4) the economy; and (5) engagement. Within these goals are 15 targets (distributed to the Board) which will try to be obtained by the year 2015. Mr. Hughes stressed that this program is not a plan but a framework for decision-makers to evaluate the concepts and move toward the targets. There are a total of over 100 initiatives to reach the 15 targets..

Mr. Hughes then reviewed some of the energy goal targets. City government will try to lower energy consumption by 30% and reduce citywide building energy consumption by 10%. A system will be developed where every facility and operating department will be able to track their energy consumption to reach this goal.

Mr. Hughes also commented on some of the opportunities for regional partnerships and the competitive opportunities established by new funding.

James Cawley, Bucks County Commissioner, asked for an explanation on the target entitled *Consider Pay as you Throw Waste Minimization Strategies*.

Mr. Hughes responded that the goal is to minimize waste and, in particular, recycle. One solution could be to raise the cost of non-recyclables and lower the cost of recyclables.

Ms. Cutler stated that the City is in the midst of preparing a white paper on waste minimization. In July of this year, the city will be placing, on the city streets, a product called *Big Bellies* which are solar based compaction trash containers.

These containers will reduce the city's collection of the wire trash baskets from 17 times a week to five times. There will also be on street recycle containers. Incentive-based recycling will also begin in July where coupons will be provided to city blocks where residents recycle.

Joanne Denworth, Pennsylvania Governor's Policy Office, questioned the markets for recycling and how can we be assured recyclables are being recycled.

Ms. Cutler responded that, at present, the recycling markets are slow, however, the city will store the recyclables until the market comes back. Ms. Cutler commented that murals have been painted on all the new recycling trucks. These murals make the trucks very distinct to determine that the recyclables are going into the recycle trucks.

11. Executive Director's Report

Mr. Seymour reported on the following:

a. DVRPC Annual Dinner

Mr. Seymour reported encouraged the Board and alternates to join us at the DVRPC Annual Dinner on May 14, 2009. In addition to the awardees, regional food pioneers to recognize local food economy and the EGGS Program project winners will also be announced.

b. Southeastern Pennsylvania Elected Officials Caucus

Mr. Seymour, Commissioner Aichele, Commissioner Hoeffel, and Commissioner Cawley and Ms. Cutler all attended a meeting initially called by Mayor Nutter to discuss additional stimulus funding opportunities for energy efficiency and sustainability.

c. Regional Comprehensive Economic Development Strategy

Mr. Seymour reported that he had met with the Federal U.S. Economic Development Administration (EDA). The EDA requested the DVRPC continue work on the Comprehensive Economic Development Strategy and specifically identify projects which would be submitted to EDA for funding. Mr. Seymour stated that DVRPC would be asking the operating agencies and counties to compile a recommended priority list of projects to submit to EDA.

d. Pennsylvania Community Transportation Initiative Recommendations

Mr. Seymour reported that a response was sent to PennDOT on their call for proposals for the Pennsylvania Community Transportation Initiative of which \$60 million is available. The recommended list contains 24 projects identified as the highest priority for a total of \$30 million, and 23 projects identified as high priority for a total of \$28 million.

e. Ozone Action Season Kick-Off

Mr. Seymour reported that the Ozone Action Season Kick-Off was held on April 18, 2009.

12. Committee Reports

The following committee highlights were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Regional Safety Task Force; (3) Delaware Valley Goods Movement Task Force; and (4) Land Use and Housing Committee.

13. One Minute Reports

Ms. Cutler reported that she and Mayor Nutter traveled to Washington to attend a meeting on High Speed Passenger Rail. They then met with President Obama, Vice President Biden, and Transportation Secretary La Hood to discuss the problems of high speed rail. Pennsylvania and New Jersey have an avid interest in the high speed rail and a follow-up meeting will be scheduled with a number of stakeholders and PennDOT to discuss the next steps.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:07 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for April 23, 2009
- (2) RCC Recommendations to the Board for April 23, 2009

Additional Documents Distributed to the Board:

- (1) Alert, April 2009

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 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.