

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

Minutes of Meeting of June 25, 2009

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

### Membership Present

### Representative

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

Joyce Paul  
David A. Kuhn  
(not represented)  
David Mandelbaum  
Joanne R. Denworth  
James Ritzman  
James Mosca  
Lynn Bush  
Carol Aichele  
Ronald Bailey  
John Pickett  
Kenneth Hughes  
Leah Arter  
Carol Ann Thomas  
Louis Cappelli, Jr., Esq.  
Andrew Levecchia  
Charles Romick  
Matthew Lawson  
(not represented)  
Rina Cutler  
Paul Redman  
Andrew Carten

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  
U.S. Environmental Protection Agency, Region II

Jeanette Mar  
Matt Smoker  
  
(not represented)  
(not represented)  
(not represented)

Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Port Authority Transit Corporation  
Delaware River Port Authority  
Pennsylvania Department of Community and  
Economic Development  
New Jersey Office of Smart Growth  
Regional Citizens Committee Chair

Keith Lynch  
Byron Comati  
Pippa Woods  
(not represented)  
Kevin Gallagher  
Cheryl Spicer  
Linda Hayes  
  
(not represented)  
(not represented)  
Warren Strumpfer

#### DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

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

DVRPC Staff: Barry J. Seymour, Donald Shanis, Rich Bickel, Charles Dougherty, Thabet Zakaria, John Ward, Patty Elkis, Elizabeth Schoonmaker, John Coscia, Alison Hastings, Karen Cilurso, Thomas Walker, Phyllis Robinson, Candace Snyder, and Jean McKinney.

#### Guests

Pennsylvania Department of Transportation  
  
Cross County Connection TMA  
New Jersey Turnpike Authority  
Delaware River Port Authority

Les Toaso  
Linda Guarini (Dist. 6)  
William Ragozine  
Brian C. Wahler  
James McQuilkin

#### **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 May 28, 2009**

On a Motion by Mr. Kuhn, seconded by Mr. Hughes, the minutes of the Board Meeting of May 28, 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. PA09-25 – Egg Harbor Road, Hurffville–Cross keys Road to Hurffville-Grenloch Road (DB #D0503), Gloucester County

Gloucester County has requested that DVRPC modify the FY2009-2012 TIP for New Jersey by programming a final design phase for Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road (DB #D0503), in FY09 (\$850,000 STP-STU). Funding for the final design phase will be provided by DVRPC's Local Scoping line item (DB #X80B). The final design phase was programmed but not authorized in the FY2008 TIP, and cannot advance unless it is programmed. Construction totaling \$13 million is currently programmed.

Washington Township has experienced significant population growth and Egg Harbor Road provides the direct link from the Route 55 Interchange on Route 47 near Five Points to the heart of Washington Township at the junction of Hurffville-Cross Keys. This project will provide for the widening of Egg Harbor Road for 2.5 miles between CR 635 & CR 654 from two lanes to four, which will improve circulation and safety along Egg Harbor Road. Significant shoulder widths ranging from 3 feet to 11 feet will also be included as part of the widening. Pedestrian crosswalks, count-down timers, and new sidewalks will also be included in some areas. The project will also include an auxiliary lane for left turn movements at selected intersections. The final public information session was held on May 28, 2009.

Financial constraint will be maintained as this project will use funds drawn down from DVRPC's Local Scoping line item (DB #X80B) for the final design phase.

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 Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action NJ09-25.

The Regional Citizen Committee (RCC) also recommended approval of TIP Action NJ09-25 and noted that there has been some opposition to the widening of this

road, and area residents have instead recommended widening the shoulders of the road for bus/bike usage, and the in installation of left turn lanes.

Barry Seymour, Executive Director responded that significant shoulder widths, pedestrian crosswalks, count-down timers, and new sidewalks are included in the project description.

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

**MOTION** by Mr. Romick, seconded by Ms. Arter, that the Board approve TIP Action NJ09-25, Gloucester County's request to modify the FY2009-2012 TIP for New Jersey by programming a final design phase for Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road (DB #D0503), in FY09 (\$850,000 STP-STU).

**b. PA09-42 – Programming of Low-Bid Savings on SEPTA Recovery Act Projects (MPMS #60585, 77190, 77187, and 60557), Various Counties**

SEPTA has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by shifting funds and adding projects to the TIP using funds made available from low-bid savings on projects initially selected for funding through the American Recovery and Reinvestment Act of 2009 and recommended for DVRPC Board approval in February, 2009. SEPTA has experienced a 19% reduction in cost due to low bids on 20 projects to date, and requests that funds be programmed accordingly (see attachment in "Supporting Documentation" at the end of this package for further details on each project listed below, in addition to minor cost increases or decreases on other ARRA projects):

- (1) Frazer Yard Wood Catenary Poles (\$4,118,100 – MPMS #60585 – Track, Signal, Catenary and Bridge Renewal / Infrastructure Safety Renewal Program (ISRP))
- (2) R7 Chestnut Hill East Station Amenities and Improvements (\$1,903,760 MPMS #77190 – Station and Loop Renewal / ISRP)
- (3) R8 Chestnut Hill West Retaining Walls (\$683,700 – MPMS #77190 – Station and Loop Renewal / ISRP)
- (4) Overhaul of the Norristown Substation (\$5,162,200 – MPMS #77187 – Shops, Yards, and Support Facilities / ISRP)
- (5) Replacement of the R3 Langhorne Station Building (\$2,319,174 – MPMS #77190 – Station and Loop Renewal / ISRP)

- (6) Rehabilitation of Morton, Folcroft, and Clifton-Aldan Station Buildings (\$2,617,765 – MPMS #77190 – Station and Loop Renewal / ISRP)
- (7) Norristown Route 100 Fiber Optic Cable (\$4,197,600 – MPMS #60557 – System Improvements / Engineering and Construction (EC))

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 as these projects are 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** by Ms. Cutler, seconded by Ms. Denworth, that the Board approve TIP Action PA09-42, SEPTA's request to modify the FY2009-2012 TIP for Pennsylvania by shifting funds made available by low-bid savings on ARRA projects and program accordingly in FY09 the following:

- (1) Decrease MPMS #60585 (Track, Signal, Catenary and Bridge Renewal/ISRP) by a total of **\$2,796,000 (\$2,171,000 5307ER/\$625,000 5309ER)** for (1) Frazer Yard Wood Poles and other administrative adjustments;
- (2) Increase MPMS #77190 (Station Loop Renewal/ISRP) by a total of **\$6,752,000 (\$3,720,000 5307ER/\$3,032,000 5309ER)** for (2) R7 Chestnut Hill East Station Amenities and Improvements, (3) R8 Chestnut Hill West Retaining Walls, (5) Replacement of the R3 Langhorne Station Building, and (6) Rehabilitation of Morton, Folcroft, and Clifton-Aldan Station Buildings and other administrative adjustments;
  - Decrease MPMS #77187 (Shops, Yards, and Support Facilities Renewal / ISRP) by \$915,000 5309ER for (4) Overhaul of the Norristown Substation and other administrative adjustments;
  - Increase MPMS #60557 (System Improvements) by \$2,062,000 5309ER for (7) Norristown Route 100 Fiber Optic Cable and other administrative adjustments.

Attachments:

- (1) SEPTA Request letter
- (2) SEPTA Fiscal Constraint Chart

**c. PA09-34c - Mount Alverno Road over Chester Creek Bridge Replacement Project (MPMS #86368), Delaware County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Mount Alverno Road over Chester Creek Bridge Replacement Project, (MPMS #86368), and programming preliminary engineering (\$320,000 Bridge/\$60,000 State/\$20,000 Local) and final design (\$280,000 Bridge/\$53,000 State/\$17,000 Local) in FY09 for the replacement of Mount Alverno bridge.

This project was identified by the Pennsylvania subcommittee as a local bridge that could be advanced as part of an effort to fund more local bridge projects. This group of bridges selected to advance to design will be evaluated for construction funding during the next TIP update. The project will include the replacement of a single span, structurally deficient bridge located in Aston Township.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

**d. PA09-34d: Tribett Avenue over Hermesprota Creek Bridge Replacement Project (MPMS #86370), Delaware County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Tribett Avenue over Hermesprota Creek Bridge Replacement Project (MPMS #86370), and programming preliminary engineering (\$320,000 Bridge/\$60,000 State/\$20,000 Local) and final design (\$280,000 Bridge/\$53,000 State/\$17,000 Local) in FY09 for the replacement of Tribett Avenue bridge.

This project was identified by the Pennsylvania subcommittee as a local bridge that could be advanced as part of an effort to fund more local bridge projects. This group of bridges selected to advance to design will be evaluated for construction funding during the next TIP update. The project will include the replacement of a structurally deficient, single span bridge located in Folcroft Borough.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and 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 Actions PA09-34a, PA09-34b, PA09-34c, and PA09-34d.

The Regional Citizens Committee (RCC) also recommended approval of TIP Actions PA09-34a, PA09-34b, PA09-34c, and PA09-34d. However, for TIP Action PA09-34a, PA09-34b, and PA09-34c, the RCC recommends, at a minimum, the inclusion of "share the road" signage, painting, and pavement markings for the safe passage of all roadway users. For TIP Action PA09-34d, the RCC recommends that the design of the bridge include Complete Street features to accommodate all roadway users.

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

**MOTION** by Mr. Pickett, seconded by Mr. Ritzman, that the Board approve the following TIP Actions:

- (1) TIP Action PA09-34a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Watermark Road over Muddy Run Bridge Replacement Project (MPMS #86696), and programming preliminary engineering (\$360,000 Bridge/\$68,000 State/\$22,000 Local) in FY09, and final design (\$280,000 Bridge/\$83,000 State/\$17,000 Local) in FY12.
- (2) That the Board approve TIP Action PA09-34b, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Osborne Road over Beaver Creek Bridge Replacement Project (MPMS #86698), programming preliminary engineering (\$96,000 Bridge/\$18,000 State/\$6,000 Local) in FY09, and final design (\$64,000 Bridge/\$12,000 State/\$4,000 Local) and right-of-way (\$40,000 Bridge/\$8,000 State/\$2,000 Local) in FY12.
- (3) TIP Action PA09-34c, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Mount Alverno Road over Chester Creek Bridge Replacement Project, (MPMS #86368), and programming preliminary engineering (\$320,000 Bridge/\$53,000 State/\$20,000 Local) and final design (\$280,000 Bridge/\$53,000 State/\$17,000 Local) in FY09.

(4) TIP Action PA09-34d, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Tribett Avenue over Hermesprota Creek Bridge Replacement Project (MPMS #86370), and programming preliminary engineering (\$320,000 Bridge/\$60,000 State/\$20,000 Local) and final design (\$280,000 Bridge/\$53,000 State/\$17,000 Local) in FY09.

**3. DVRPC Fiscal Year 2009 and Fiscal Year 2010 Planning Work Program Amendments**

**a. US-422 Expressway Tolling and Transit Feasibility Study**

Tom Walker, DVRPC Manager, Office of System Planning, explained to the Board that this project is a feasibility study of the general tolling of the 25-mile US-422 Expressway from US-202 in King of Prussia to its terminus in Amity Township, Berks County. Toll revenues may be used to fund highway and transit improvements in the US 422 corridor to reduce congestion levels and increase corridor transport capacities. It is anticipated that the expressway alternatives will include widening from four to six lanes as far west as Limerick. Transit alternatives may include Wyomissing to Philadelphia 30<sup>th</sup> Street dual mode commuter rail service and possibly a second alternative with improved service frequencies.

It is anticipated that two consultant firms will be hired by DVRPC under separate contracts. Consultant #1 will be retained to utilize DVRPC 2035 travel forecasts to conduct a preliminary traffic and revenue study for the expressway. Consultant #2 will conduct preliminary engineering analyses to estimate capital costs for needed expressway improvements, as well as, rail transit capital costs necessary to provide service to Wyomissing/Reading.

The project is anticipated to cost \$625,000 of which \$500,000 is funded by FTA earmark and \$125,000 by state and local match. DVRPC's effort will cost \$200,000 and \$425,000 will be allocated for outside consultants.

Byron Comati, SEPTA, inquired as to the scope of work for DVRPC's scope and the cost of this project.

Mr. Walker explained that DVRPC must generate an extended model in order to do a toll revenue study which needs to include all of Berks County. DVRPC will work with the Reading MPO to review their networks and modeling data which will then be spliced together. This is a huge and time consuming task and when this is complete, detailed forecasts will be produced showing alternatives.



Mr. Comati then inquired if DVRPC would pass on the modeling work to one of the two consultants for further application and if there would be a cost to the consultant for this work?

Barry J. Seymour, DVRPC Executive Director, noted that Requests for Proposals for consultants are now being submitted. A panel will select the consultants. DVRPC's modeling work will be completed and then given to the consultants at no cost.

Mr. Comati requested that SEPTA be included on the panel to select the consultants.

Mr. Seymour agreed.

Rina Cutler, City of Philadelphia, was concerned about this project and inquired as to how the tolling would be done. At present, in Pennsylvania, there is no legislation that allows tolling and does not believe that the federal government, as yet, has made any decisions on tolling. Ms. Cutler's major concern is that DVRPC is putting forth a great deal of effort and funding for something that might not be feasible in the State of Pennsylvania.

James Ritzman, PennDOT, commented that without being sure of the federal requirements, he believes that in Pennsylvania, enabling federal legislation is probably needed for this type of project.

Mr. Seymour responded that this toll study effort has been explored for over the past year and has been reviewed and approved by the Governor. The tolling of Route 422 is different than I-80 and in discussion with federal representatives this project would not be subject to federal approval. The project could move forward at a state level.

Kenneth Hughes, Montgomery County, commented that US Route 422 is not an interstate and reiterated that early discussions with federal representatives were positive for this project.

Timothy Carson, Pennsylvania Co-Counsel, commented that a new P3 legislation has been introduced by the Transportation Committee, and, as new transportation initiatives emerge, these types of cutting edge projects like Route 422 will probably be permitted. Mr. Carson also commented that Governor Rendell was impressed with Montgomery County's creative solution for additional funds.

Mr. Seymour also commented that this type of innovative solutions for non-traditional funding may be feasible for the future to help counties with local improvements.

John Thomas Cooper, RCC representative, presented his thoughts to the Board and commented that this project marries highway improvements with a commuter rail service in the 422 corridor and permits a great opportunity to emulate the study prepared by Urban Engineers. The Urban Engineers study compared the capital and operating costs of a dual-mode service to Reading (alternative ID) with an identical electrified service know as Alternative IE.

At the time (2001) of the Urban Engineers study the operating cost of dual-mode service was 20% higher than the electrified Silverliner service and this gap could widen because of increases in the price of oil.

These differentials in higher capital cost but lower operating cost for electrified service will be important to the counties who will be obligated to pay operating costs because the use of highway toll revenues for this purpose is severely limited. However, if highway toll revenues are limited for operating costs, are they not then maximized to fund the higher capital cost of a service which provides the counties with the lower operating cost?

In 2005, in the second Schuylkill Valley Study, Norfolk Southern agreed to an operating plan of 16 round trips to Philadelphia and in 2001 Urban Engineers modeled this service for SEPTA. An average daily ridership of 5200 was predicted. These precedents should be useful in determining current operating costs and ridership.

In conclusion, Mr. Cooper commented that it appears DVRPC will also be studying the operating cost of a "start-up" service as three rush-hour trains of three trains each. At this time, it is unclear how this "start-up" service of approximately 900 rush-hour seats will interface with a potential of 5200 riders.

Favorable recommendation was received from the PCC/RTC that the Board approve the US-422 Expressway Tolling and Transit Feasibility Study.

The RCC also recommended approval and requests that the study include the capital and operating costs for both electric (which may utilize renewable energy resources) and dual-mode trains.

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

**MOTION** by Mr. Hughes, seconded by Ms. Denworth that the Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the US-422 Expressway Tolling and Transit Feasibility Study.

**b. Energy Reduction and Climate Change Mitigation Analysis for Philadelphia and its Region**

Robert Graff, DVRPC Manager, Office of Economic Analysis and Coordination explained to the Board that the William Penn Foundation has awarded DVRPC \$77,000 to support an effort to formally coordinate DVRPC's Climate Change Initiatives Program area with the work of the City of Philadelphia's Mayor's Office of Sustainability (MOS) and bring that combined expertise to other energy and climate change planning efforts throughout the region. These funds would support both DVRPC staff time and the continuation of consulting work by ICF International, which supported DVRPC's *Regional Greenhouse Gas Emissions Inventory* and supported the MOS in creation of its *Greenworks Philadelphia*.

DVRPC will work closely with an advisory committee, similarly constituted as that which guided the *Regional Greenhouse Gas Emissions Inventory*. This work would support DVRPC's existing Climate Change Initiatives program area.

The work would commence on June 1, 2009 and officially conclude on November 30, 2009.

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. Mandelbaum, that the Board amend the DVRPC Fiscal Year 2009 and Fiscal Year 2010 Planning Work Programs to include the "Energy Reduction and Climate Change Mitigation Analysis for Philadelphia and its Region" project.

**4. Approval to Forward Correspondence Regarding Aviation Reauthorization from the DVRPC Regional Aviation Committee (RAC) to the Regional Congressional Delegation**

Roger Moog, DVRPC Manager, Office of Aviation Planning, explained to the Board that Federal support for airport facilities and FAA services, such as air traffic control and other safety functions, are funded from the federal aviation trust fund. Programs and magnitudes of funding are defined by multi year authorization bills and annual appropriations. Federal authorization for aviation ended in FFY 07, and limited funding has been provided since by a continuing resolution of Congress and the Bush and Obama administrations. Draft reauthorization legislation was proposed by the House, Senate, and Administration in FY 08, but died in Congress

when it adjourned in December 2008. The DVRPC's RAC provided input to legislators by letter on May 2, 2008 regarding the initial legislation. Subsequently, additional issues have been raised by the regional aviation community and the

RAC has drafted a second communication to legislators regarding the re-introduced Reauthorization bills now before Congress.

Mr. Moog then summarized the recommendations contained in the correspondence (distributed to the Board).

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

**MOTION** by Ms. Lewis, seconded by Mr. Payne, that the Board approve and direct staff to forward correspondence to the regional congressional delegation with recommendations for programmatic and financial features of the Aviation Reauthorization Legislation.

**5. Nominating Committee Report: Proposed Candidates for Fiscal Year 2010 DVRPC Board Officers**

Mr. Seymour announced the Nominating Committee's proposed candidates for FY 2010 DVRPC Board Officers as follows:

Chair: Louis Cappelli, Jr., Esq, Camden County  
Vice Chair: David G. Mandelbaum, Pennsylvania Governor's Appointee  
Secretary: Charles E. Romick, Gloucester County  
Treasurer: Joseph M. Hoeffel, Montgomery County

Elections will take place at the regular June Board meeting at which time nominations may also be made from the floor.

**6. Regional Citizens Committee (RCC) Report**

Warren Strumpfer, RCC Chair, reported on the activities of the RCC Meeting of May 19, 2009.

Mr. Strumpfer reported that the RCC heard three presentations: *DVRPC Connections Long Range Plan* by Mike Boyer, DVRPC Manager, Office of Long Range Planning; *Hydropower in the Delaware Valley*, by Scott Ginesin, President, American Governor Company; and *SEPTA Positive Train Control Project* by Mike Monastero, Assistant Chief Engineer, Communications and Signals, SEPTA. The RCC also heard an information item presented by Thyme Gadson of the

Pennsylvania Highway Safety Coalition, on the *Safe Highways and Infrastructure Preservation Act (SHIPA)* Legislation.

Mr. Strumpfer added that the RCC supports creative funding initiatives for projects lacking local match to federal funding.

**7. Mercer Crossings Redevelopment Project, Mercer County, New Jersey**

Donna Lewis, Director, Mercer County Planning Division, presented to the Board a project entitled: *Mercer Crossings Redevelopment* which encompasses redevelopment, local foods, transportation and intermunicipal cooperation.

Ms. Lewis explained that this project started in 2004. An Urban Land Institute (ULI) panel was obtained to recommend solutions for revitalizing this first generation commercial strip consisting of parts of Lawrence Township, Ewing Township and Trenton City which has been in a state of decline since the 1970's.

The main roads within the study area are Spruce Street, Olden Avenue, and Princeton Avenue. There are many challenges along these roadways because the zoning is different, there are different municipalities involved, access to the businesses is poor, and barren areas along these roads are in need of redevelopment. Also, the Trenton Farmers Market located in this area is in need of much improvement.

The municipalities convened a meeting to review and categorize the ULI recommendations. The key recommendations of the ULI study were to relocate the Farmers Market and make it the centerpiece of a mixed use area, calm traffic, incorporate green infrastructure, enforce municipal codes, add housing, and rethink the building of a Walmart in the area.

Opposition was met from the farmers on relocation of the Farmers Market. Subsequently, Project for Public Spaces, a non-profit organization from New York City, recommended improvements to the market on its present location.

In conclusion, Ms. Lewis commented that after the public understood the positive aspects of sprucing up the Farmers Market, improvements began to take place and plans for better marketing, better road access, and zoning, are moving forward.

**8. Interactive Detour Route mapping (IDRuM)**

Matt West, Senior Transportation Planner, presented to the Board, the DVRPC IDRuM Program. This program transfers PennDOT's detour route maps into web applications ([www.idrum.us](http://www.idrum.us)) for traffic operations staff and first responders. The maps have been redesigned in a pdf format for ease of use and function.

Because of some data sensitivity there are two on-line versions. One for the general public where no password is required and one which is password protected and users must be verified (such as police).

Mr. West then showed the audience how to access the web site and the actual maps.

## 9. **Executive Director's Report**

Mr. Seymour reported on the following:

### a. DVRPC Annual Dinner

Mr. Seymour reported that the Annual Dinner was a great success and thanked all who attended and participated.

### b. Connections Long Range Plan

Mr. Seymour reported that, along with the New Jersey TIP, the *Connections* Long Range Plan is out for public comment. The Public Comment Meetings are scheduled for June 4, 2009 at DVRPC and on June 11, 2009 at the Cherry Hill, New Jersey Library from 4:00-6:00 p.m.

Mr. Seymour also mentioned that a very important element of the Plan is funding; the reality of the needs of the region versus the availability of funds. Mr. Seymour suggested that a Board Policy Committee Meeting be convened to discuss this issue and recommended June 23, 2009 be scheduled.

Ms. Cutler agreed that a Policy Committee Meeting be scheduled for the purpose of discussing funding issues; in particular Interstate I-95. Ms. Cutler also requested that the Federal Highway Administration (FHWA) be invited to attend.

Mr. Seymour agreed.

### c. ARRA Discretionary Grants

Mr. Seymour reported that the guidelines for the \$1.5 billion available for the ARRA Discretionary grant program have been announced by the U.S. Department of Transportation.

Dr. Shanis reported that discussions were held at the PCC/RTC meeting on what types of projects should be submitted for the discretionary grants. It seems that the Department of Transportation has put an emphasis on

intermodal, port, and rail projects. In an effort to give freight more attention, the DVRPC staff is considering two corridors: a North-South Corridor and an East- West Corridor. Projects were examined in those corridors which might help freight move more easily in the region. A proposed project of approximately \$20-300 million could be developed which would draw from one of those corridors.

Cheryl Spicer, Port Authority Transit Corporation (PATCO), inquired as to whether these freight corridor projects would compete with other agencies competing for these funds.

Dr. Shanis responded, yes.

Ms. Cutler commented that some stakeholders already have candidate projects for the discretionary grants, wonders if there should be inter-agency competition, and doubts whether developing a regional project is a good use of the funds. In particular, some of the projects within the corridors are being examined by the City in cooperation with the port and the railroads.

Mr. Seymour commented that the intent is not to compete, but to have a regional strategy.

James Ritzman, Pennsylvania Department of Transportation, commented that a letter of interest for candidate projects needs to be submitted by August 5, 2009.

Mr. Seymour commented that discussions should be continued to develop a list of projects.

Mr. Seymour also mentioned that a follow-up meeting at PennDOT, District 6, is scheduled for June 2, 2009 to discuss projects for Round 2 of the stimulus funds.

d. Southeastern Pennsylvania Energy Conservation Proposal

Mr. Seymour reported that a proposal was submitted to the Pennsylvania Department of Environmental Protection for coordination of the Southeastern Pennsylvania Energy Conservation improvements.

e. Classic Towns of Greater Philadelphia, Round 2

Mr. Seymour reported that a preliminary list of communities has been added to the Classic Towns of Greater Philadelphia project.

f. Waterfront Revitalization Program – June 19, 2009

Mr. Seymour reported that on June 19, 2009 at DVRPC, a one-day forum will be held on Waterfront Revitalization.

g. Urban Land Institute (ULI) Marketplace – June 25, 2009

Mr. Seymour reported that the ULI is hosting a one-day forum on a variety of real estate and redevelopment issues entitled: *Urban Marketplace*

Lastly, Mr. Seymour reported that a press release is imminent announcing the projects for the Pennsylvania Community Transportation Initiatives and Safe Routes to School.

**10. Committee Reports**

Highlights from the following committees were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; and (2) Regional Citizens Committee.

**11. One Minute Reports**

Ms. Spicer, reported that New Jersey Governor Corzine has announced the Multi-modal Transportation Plan for Southern New Jersey. Open houses for the public are scheduled from 6:30 to 8:20 p.m. for June 10, 2009 at Rutgers University in Camden, June 11, 2009 at Woodbury High School, June 17, 2009 at Camden County College, and June 18, 2009 at Rowan University.

Mr. Ritzman reported that a portion of the stimulus funds must be obligated within 120 days. At present, approximately 53% has been obligated to 167 of the 240 projects.

David Kuhn, New Jersey Department of Transportation, reported that New Jersey has approximately 70% of the funds have been obligated.

Ms. Cutler reported that the Philadelphia Center City District is hosting a panel on infrastructure at the Four Seasons in Philadelphia on June 9, 2009.

Giuseppe (Joe) Chila, Gloucester County Freeholder, reported that the Gloucester County residents are very excited about the new transportation rail project in Gloucester County.



## **OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:01 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for May 28, 2009
- (2) RCC Recommendations to the Board for May 28, 2009

Additional Documents Distributed to the Board:

- (1) Alert, May 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](http://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.