

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, 8th 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-Grenlock 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 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 (list distributed to Board) to the TIP using funds made available from low-bid savings on projects initially selected for funding through the American Recovery and Reinvestment Act (ARRA) 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):

- (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:

- 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 Catenary Poles and other administrative adjustments;
- 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.

c. **PA09-43: Route 232 Corridor and Intersection Improvements (MPMS #57625), Bucks County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming a final design phase for Route 232 Corridor and Intersection Improvements (MPMS #57625), in FY09 (\$500,000 Highway Safety

Infrastructure Program (HSIP). This project is already programmed for \$2.560 million for construction, but final design has not yet been started and needs to be programmed in order to advance. It was expected that design would be completed in-house by District 6, but it will now be done by a consultant.

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of a lane on Second Street Pike northbound to accommodate heavy truck volumes.

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.

d. **PA09-44: Pottstown Business District Pedestrian/Bicycle Promenade (MPMS #61709), Montgomery County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by removing the FY09 construction phase (\$502,000 STE) from the Pottstown Business District Pedestrian / Bicycle Promenade project (MPMS #61709); thereby deleting the project from the TIP per the sponsor's request. The priorities of Pottstown Borough have changed.

This project included the construction of a pedestrian promenade connecting the Pottstown Business District, the waterfront, and the Montgomery County Community College. Improvements covered under this project included bituminous trail, pavement reconstruction, drainage facilities, installation of a pre-fabricated bridge structure, lighting, concrete curb, landscaping amenities, pavement markings, and signage.

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.

e. **PA09-45: Bethlehem Pike Streetscapes (MPMS #74801), Montgomery County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, Bethlehem Pike Streetscapes (MPMS #74801), and programming an \$800,000 SAFETEA-LU

earmark (Fed ID# 1153, PA ID# 377) in FY09 for construction, acknowledging a toll credit match.

The goal of the project is to complete streetscape improvements in the central business districts of Flourtown and Erdenheim to create a pedestrian oriented "main street" atmosphere, improve pedestrian safety and enhance commercial activities. The project includes streetscape enhancements including stamped crosswalks, sidewalk reconstruction at the corners of prominent intersections, ornamental street lighting, ornamental signal poles, and installation of street trees. This project will be broken up into two separate portions of Bethlehem Pike. The Flourtown area will be along Bethlehem Pike from Springfield Avenue heading south to Wissahickon Avenue. The Erdenheim area of Bethlehem Pike will start at Yeakel Avenue and head south past Gordon Lane to the entrance of the Cisco Park.

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.

f. **PA09-46: PA 611 over Cooks Creek Bridge Replacement Project (MPMS #86860), Bucks County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, PA 611 over Cooks Creek Bridge Replacement Project (MPMS #86860), and programming a total of \$3,482,000 for preliminary engineering (\$400,000 Bridge/\$100,000 State), utility (\$40,000 Bridge/\$10,000 State), right-of-way (\$40,000 Bridge/\$10,000 State), and final design (\$480,000 Bridge/\$120,000 State) phases in FY10, and construction in FY11 (\$1,826,000 Bridge/\$456,000 State) for the total replacement of the Cooks Creek Bridge.

This project includes replacing the superstructure of a 72 foot long, 37 foot wide, single span bridge due to the cracking and bulging of the abutments. The bridge, located in Durham Township, currently has two lanes in each direction with eight foot shoulders on each side. Additional details for the planned improvements will be available after the scoping field view has been completed.

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.

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Actions PA09-43, PA09-44, PA09-45, and PA09-46.

The RCC did **not** recommend that the Board approve TIP Action PA09-43 due to safety concerns and strong neighborhood opposition to this project.

The RCC recommended approval of TIP Action PA09-44, however, noted that it was disappointed that Pottstown Borough was no longer pursuing this project.

The RCC recommended approval of TIP Action PA09-45, however, the RCC hopes that the streetscape improvements provide traffic calming benefits in this area.

The RCC recommended approval of TIP Action PA09-46, however, the RCC recommends that the shoulders on the bridge be preserved and that sidewalks be added as part of the reconstruction.

Mr. Seymour responded that the shoulders for the PA 611, Bucks County project will be preserved.

Lynn Bush, Bucks County, responded that she is not aware of any neighborhood opposition for the Route 232 Corridor project in Bucks County, however, will research.

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

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

- (1) PA09-43, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by programming a final design phase for Route 232 Corridor and Intersection Improvements (MPMS #57625), in FY09 (\$500,000 HSIP).
- (2) PA09-44, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by removing the FY09 construction phase (\$502,000 STE) from the Pottstown Business District Pedestrian/Bicycle Promenade (MPMS #61709); thereby deleting the project from the TIP.
- (3) PA09-45, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, Bethlehem Pike Streetscapes (MPMS #74801), and programming an \$800,000 SAFETEA-LU earmark (Fed ID#

1153, PA ID# 377), in FY09 for construction, acknowledging a toll credit match.

- (4) PA09-46, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new bridge project into the TIP, PA 611 over Cooks Creek Bridge Replacement Project (MPMS #86860), and programming a total of \$3,482,000 for preliminary engineering (\$400,000 Bridge/\$100,000 State), utility (\$40,000 Bridge/\$10,000 State), right-of-way (\$40,000 Bridge/\$10,000 State), and final design (\$480,000 Bridge/\$120,000 State) phases in FY10, and construction in FY11 (\$1,826,000 Bridge/\$456,000 State).

g. NJ09-26: Guiderail Inventory and Management Program in Gloucester County (DB #TBD) and Burlington County (DB #TBD)

Gloucester and Burlington Counties have requested that DVRPC amend the FY2009-2012 TIP for New Jersey by adding 2 new projects to the TIP and programming a total of \$1,600,000 STP-STU for a new Guiderail Inventory and Management Program in both counties. These funds must be authorized in Federal Fiscal Year 2009, or the project will not be able to advance with this funding source. The project will not be carried over to the FY10 TIP for New Jersey.

Both Gloucester and Burlington Counties are interested in using STP-STU funds to create and maintain a Guiderail Asset Management System. The counties have been aggressively maintaining the roadways through various improvement projects, but realize that guiderail management has not been directly examined to identify the needs that exist. To that end, the counties are interested in having an extensive inventory conducted of existing guiderail on county-maintained roads and at county bridges; the inventory will include location points, conditions of the rail, pavement/vegetation it is on, and a video log viewing system of the guide rail and surrounding environment which will enable the counties to view as well as read the comments of the specific location point. In addition to the data collection phase, a consultant will procure and configure hardware and software components necessary to implement the management system. This approach and creating this type of database will allow staff to more efficiently identify faulty or damaged guide rail and determine the needs for maintenance or replacement.

The intent of this project is to develop a guiderail management system and database using GIS that will be compatible and comparable to the Sign Management System. The counties will request an inventory of all guiderail located on county maintained roadways and at all county bridges, as well as

the creation of a GIS compatible database, and an assessment of the guiderail to determine the needs for maintenance or replacement. The counties will also request a video log during the inventory process that will link to the server database, which will allow staff to view existing conditions at pointed locations.

Financial constraint will be maintained as this project will use un-needed FY09 funds from Trenton Amtrak Bridges (DB #99362) right-of-way phase. The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

h. NJ09-27: CR 630 Egg Harbor Road Resurfacing, CR 603 to Salina Road (DB #TBD), Gloucester County

Gloucester County has requested that DVRPC amend the FY2009-2012 TIP for New Jersey by adding a new project to the TIP and programming \$1,050,000 STP-STU in FY09 for construction of CR 630 Egg Harbor Road Resurfacing, CR 603 to Salina Road (DB# TBD), in Washington Township to provide for milling and overlay of this section of roadway. The CED is complete, but can not be submitted to NJ DOT Local Aid until a DB number has been assigned. This project was originally a part of the Stimulus project candidates submitted by Gloucester County, but was removed from the list due to financial constraint.

These funds must be authorized in Federal Fiscal Year 2009, or the project will not be able to advance with this funding source. The project will not be carried over to the FY10 TIP for New Jersey.

Financial constraint will be maintained as this project will draw down un-needed FY09 funds from Trenton Amtrak Bridges (DB #99362) utility phase.

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

i. NJ09-28: Mercer County Roadway Safety Improvements (DB #D0412), Mercer County

Mercer County has requested that DVRPC modify the FY2009-2012 TIP for New Jersey by increasing the FY09 construction phase of the Mercer County Roadway Safety Improvements Project (DB #D0412), by a total of \$455,000 STP-STU.

- \$305,000 STP-STU will be used to address a guiderail improvement project that was previously downscoped in order to fit within the limited \$500,000 programmed in the FY2009 TIP. The additional \$305,000 STP-STU will

enable the county to address all locations that were part of the original package;

- \$150,000 STP-STU will be used to provide for raised pavement marker installation on county roadways.

As we approach the end of the federal fiscal year, there are STP-STU funds available which need to be obligated within a short time frame.

Financial constraint will be maintained as this project will draw down un-needed FY09 funds from Trenton Amtrak Bridges (DB #99362) utility phase. 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 Actions NJ09-26, NJ09-27, and NJ09-28.

The RCC also recommended favorable action, however, the RCC further requests that shoulders be added to TIP Action NJ09-27 if there is available right-of-way.

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

MOTION by Mr. Romick, seconded by Mr. Lawson, that the Board approve the following TIP Actions:

- (1) NJ09-26, Gloucester and Burlington Counties' request that DVRPC amend the FY2009-2012 TIP for New Jersey by adding two new projects to the TIP and programming a total of \$1,600,000 STP-STU (\$800,000 for Gloucester County (DB #TBD) and \$800,000 for Burlington County (DB #TBD)) for a new Guiderail Inventory and Management Program in both counties. These funds must be authorized in Federal Fiscal Year 2009, or the project will not be able to advance with this funding source. The project will not be carried over to the FY10 TIP for New Jersey.
- (2) NJ09-27, Gloucester County's request that DVRPC amend the FY2009-2012 TIP for New Jersey by adding a new project to the TIP and programming \$1,050,000 STP-STU in FY09 for construction of CR 630 Egg Harbor Road Resurfacing, CR 603 to Salina Road (DB# TBD), to provide for milling and overlay of this section of roadway. These funds must be authorized in Federal Fiscal Year 2009, or the project will not be able to advance with

this funding source. The project will not be carried over to the FY10 TIP for New Jersey.

- (3) NJ09-28, Mercer County's request that DVRPC modify the FY2009-2012 TIP for New Jersey by increasing the construction phase of Mercer County Roadway Safety Improvements Project (DB #D0412), by \$455,000 STP-STU in FY09, of which \$305,000 STP-STU will be used to address a guiderail improvement project that was previously downscoped in order to fit within the limited \$500,000 programmed in the FY2009 TIP, and \$150,000 STP-STU will be used to provide for raised pavement marker installation on county roadways. These funds must be authorized in Federal Fiscal Year 2009, or the project will not be able to advance with this funding source. The project will not be carried over to the FY10 TIP for New Jersey.

j. PA09-56: Programming of Low-Bid Savings on PA Highway Recovery Act Projects (Various MPMS #'s), Various Counties

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding several projects (chart listing projects distributed to the Board) into the TIP which can be advanced using low-bid savings funds made available through the American Recovery and Reinvestment Act of 2009 (ARRA). The DVRPC Board approved the first "wave" of ARRA projects in February, 2009, immediately following passage of the bill. Since then, projects have been put out to bid, and cost savings are being experienced due to the fact that bids for many projects are coming in lower than expected. Those savings realized to date will fund the advancement of the following projects which will be added to the FY2009 TIP for PA for construction in FY09 using highway ARRA funds:

- (1) New Hope Cultural Canal Walk, Bucks County (MPMS #65905) - \$250,000
- (2) Tredyffrin Sidewalks, Chester County (MPMS #87149) - \$2,800,000
- (3) Valley Road/Edgemont Resurfacing, Delaware County (MPMS #87148) - \$200,000
- (4) Montgomery County Traffic Signal Upgrade Program (MPMS #48173) - \$4,200,000
- (5) City-Wide 102 Paving Program (MPMS #74859) - \$5,016,000

- (6) Route 202 Resurfacing, Stanton to PA 100, Chester County (MPMS #86872) - \$4,700,000

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

Neither the PCC/RTC nor the RCC had opportunity to formally vote on this action, however, information was e-mailed to membership of both groups and the PCC/RTC representatives were instrumental in the development of the approved program of projects.

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

MOTION by Ms. Cutler, seconded by Mr. Hughes, that the Board approve TIP PA09-56, PennDOT's request that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding several projects into the TIP which can be advanced using low-bid savings funds made available through the American Recovery and Reinvestment Act of 2009 (ARRA) as follows:

- (1) New Hope Cultural Canal Walk, Bucks County (MPMS #65905) - \$250,000
- (2) Tredyffrin Sidewalks, Chester County (MPMS #87149) - \$2,800,000
- (3) Valley Road/Edgemont Resurfacing, Delaware County (MPMS #87148) - \$200,000
- (4) Montgomery County Traffic Signal Upgrade Program (MPMS #48173) - \$4,200,000
- (5) City-Wide 102 Paving Program (MPMS #74859) - \$5,016,000
- (6) Route 202 Resurfacing, Stanton to PA 100, Chester County (MPMS #86872) - \$4,700,000

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

a. DVRPC FY 2010 Planning Work Program Amendment: New Jersey Competitive Program and Project Management Cost Increase

John Coscia, DVRPC Manager Project Implementation, explained that this amendment is to increase the amount of funding for the Competitive Program and Project Management project. New Jersey Department of Transportation (NJDOT) has requested that DVRPC assist them in managing the implementation of the Transportation Enhancement projects and other Local Lead types of projects by acting as an adjunct project manager. DVRPC has been working in this capacity for the Pennsylvania Department of Transportation (PennDOT) over the past nine years and this increase in funding will allow DVRPC staff to provide this assistance to NJDOT. The following narrative describes the type of work we have been doing for PennDOT and will now begin to perform for NJDOT.

SAFETEA-LU, the federal authorizing legislation for highways and transit, includes funding for non-traditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles, and travel demand management, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. Four categories of federal funding that provide broad eligibility for these non-traditional transportation projects are: Transportation Enhancements, Earmarks, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

Funding from the TIP enables DVRPC staff to assist with the implementation of these non-traditional projects by serving as adjunct project manager on behalf of the state DOT. This assistance generally involves the facilitation and coordination among the project applicant, the DOT district office, DOT central office staff, and FHWA.

TIP funds are also provided to the sub-regions through the Local Scoping Programs for Pennsylvania and New Jersey. The scoping program goal is to advance projects through the National Environmental Policy Act (NEPA) process and preliminary engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in the Transportation Improvement Program (STIP) for Final Design, Right-of-Way and Construction funding. DVRPC administers both of these Local Scoping Programs, performing consultant selection, contract administration, and assistance to member counties and cities on project definition.

The increase in project cost is anticipated to be an additional \$100,000. This project will be funded from the FY 2009 TIP for New Jersey, utilizing part of the remaining balance of the funds in the DVRPC Project Development (Local Scoping) line item, DB# X80B.

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. Cappelli, that the Board amend the DVRPC Fiscal Year 2010 Planning Work Program to include the cost increase for the current Competitive Program and Project Management project, of \$100,000.

b. Integrating Historic Preservation and Planning

Alison Hastings, DVRPC Senior Environmental Planner, explained to the Board that the Pennsylvania Historical and Museum Commission (PHMC) has awarded DVRPC a \$30,000 matching grant to incorporate historic resources planning into different aspects of transportation planning and on-going DVRPC projects, contingent on an approved scope of work.

DVRPC will work closely with both PHMC and the New Jersey State Historic Preservation Office to find “success stories” within the Delaware Valley, and partner with historic preservation organizations, such as the Preservation Alliance and Preservation New Jersey, and heritage marketing organizations, such as the Greater Philadelphia Cultural Alliance, to create an online educational toolbox of historic preservation techniques available to the region’s municipalities.

DVRPC staff will also present at various conferences around the region, and coordinate, at a minimum, two meetings or workshops that highlight the measurable economic development benefits of historic preservation and showcase local success stories.

The grant award is technically an 18-month contract; however, most work will be completed in FY 2010. The work will officially commence on November 2, 2009 and officially conclude on June 30, 2011.

The cost and source of funding is a total budget of \$60,000; \$30,000 PHMC Grant Funding and \$30,000 DVRPC Matching funds.

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

MOTION by Mr. Carten, seconded by Ms. Denworth, that the Board amend the DVRPC Fiscal Year 2010 Planning Work Program to include the Integrating Historic Preservation and Planning project.

c. DVRPC FY 2009 Planning Work Program Amendment: Supplemental Route 55 Deptford Traffic Study, Gloucester County

Thomas Walker, DVRPC Manager, Office of Systems Planning, explained to the Board that New Jersey Department of Transportation (NJDOT) has been requested by Deptford Township and Gloucester County to re-examine the need to improve the existing partial interchange at Route 55/Deptford Center Road. Currently the Deptford Center Road Interchange only serves traffic to/from the western quadrants; Deptford Mall and Almonesson Road (CR 621).

Under this supplemental work program, DVRPC will prepare updated 2035 forecasts for the No-build and Build alternatives for the NJ 55/Deptford Center Road Interchange. The new 2035 traffic forecasts will incorporate the effects of updated DVRPC socioeconomic forecasts, recent development proposals, and current traffic growth trends. These forecasts will be transmitted to NJDOT and its consultants for use in the project level planning, evaluation, and design studies.

The cost and source of funding is \$35,000 from the New Jersey Department of Transportation.

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. Kuhn, that the Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the Supplemental Route 55 Deptford Traffic Study

d. DVRPC FY 2010 Planning Work Program Amendment: Transportation and Community Development Initiative (TCDI)

Karen Cilurso, DVRPC Senior Regional Planner, explained to the Board that the Transportation and Community Development Initiative (TCDI) was created by the Delaware Valley Regional Planning Commission (DVRPC) in 2002 to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state, and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind.

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization. The regional TCDI seeks to support and leverage those programs, by providing funding of up to \$125,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. To date, over 100 planning projects have been funded in all nine counties to support local revitalization efforts. A significant number of those projects have since leveraged additional public or private investment to implement the recommendations of those plans.

Program funding for Round 6 (FY 2009-2010) includes: \$620,000 FY 2009 federal highway funds with \$155,000 local match from the FY09 TIP for Pennsylvania for projects; \$85,000 annually from the Pennsylvania Transportation and Land Use Planning Initiative plus \$10,000 from the State Motor License Fund for program administration; \$1 million FY 2009 federal highway funds with \$250,000 local match from the FY09 TIP for New Jersey for projects; \$80,000 federal highway funds annually from the New Jersey TIP for program administration. (Note: The Board took action in January 2009 to reduce the Round 6 TCDI project funding levels for both Pennsylvania and New Jersey in an effort to fund other Unified Planning Work Program projects, and to maintain the level of funding drawn from the TIP. As we approach the end of the federal fiscal year, there are some unobligated funds available from the New Jersey TIP in the Local Scoping Line item (DB #X80B).

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

MOTION by Ms. Arter, seconded by Ms. Paul that the board amend the DVRPC Fiscal Year 2010 Planning Work Program to include Round 6 of the TCDI program that includes \$1 million for New Jersey projects and \$620,000 for Pennsylvania projects.

4. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Patty Elkis, DVRPC Associate Director, Comprehensive Planning, explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment,

stormwater management, and brownfield assessment and remediation projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. Due to the influx of funding from the American Recovery and Reinvestment Act (ARRA), and in particular, the Green Project Reserve (GPR), PENNVEST has forwarded 47 applications to DVRPC for review for consistency with regional and county plans. A minimum of 20% of the \$220 million total available must go to the Green Project Reserve, which EPA defines as specific activities related to water efficiency, energy efficiency, green infrastructure and environmentally innovative projects. PENNVEST is targeting \$70 million toward the GPR.

On June 2, 2009 PENNVEST submitted 47 applications to DVRPC to review by the PENNVEST Board meeting on July 21, 2009. By county, 11 projects are located in Bucks, 17 are in Chester, eight are in Delaware, ten are in Montgomery, and seven are in Philadelphia. The total number of projects is greater than the number of applications because several applications cover more than one county. Ten applications are for wastewater, eight are for drinking water, and 29 are for stormwater management. The projects range in cost from \$20,000 for the construction of a 4,000-gallon cistern at the Schuylkill Center for Environmental Education in Roxborough, to \$29 million for technical and financial assistance for implementation of agricultural best management practices addressing runoff flowing into the Chesapeake Bay from Chester County. The total amount requested is \$143 million. The applications indicate that all projects are in the construction project stage. A summary of the applications, including DVRPC's review for consistency with the 2030 Plan policies and county reviews for consistency with county plans was provided to the Board. A map showing the approximate locations of the projects compared with the 2030 land use plan was also provided to the Board.

All of the projects contain at least one aspect that makes them consistent with one or more policy outlined in the *Destination 2030* plan. The Destination 2030 policies supported by the applications are noted below:

- Improve the surface water quality of all watersheds - 31 applications
- Restore and maintain existing infrastructure systems, services and capacity to support existing development as well as attract new population and employment growth - 27 applications
- Preserve critical natural resources, agricultural lands and key recreational landscapes -16 applications
- Increase public awareness and involvement in water related issues - three applications
- Protect existing riparian buffers and reforest barren areas to improve water quality, lower stormwater costs and improve air quality - three applications

- Promote the planting and stewardship of shade trees in suburban and urban areas - three applications
- Maintain the safety and abundance of drinking water derived from groundwater sources - three applications
- Promote good air quality - two applications

The map showing approximate locations of the June 2009 PENNVEST applications compared with the 2030 Land Use Plan shows that most projects are located in areas of existing development or designated future growth area, making the projects consistent with 2030 policies. Some projects appear to be located in the greenspace network or rural areas assumed to not be appropriate for infrastructure investment. In reality, rather than encroaching on conservation areas, most of these projects are engaged in retrofitting or replacing existing infrastructure serving existing development, or are a green infrastructure project promoting stormwater best management practices.

Two projects involve the construction or expansion of facilities to enable increased capacity of either water or sewer, which may facilitate growth in areas designated as Rural Conservation Lands in the *Destination 2030* plan. The Oxford Area Sewer Authority - Oxborne Lagoon project involves the construction of a 90-day storage lagoon that would enable the authority's sewer moratorium to be lifted, enabling increased sewer capacity for redevelopment projects and proposed developments in the Oxford area. Although extending sewer within and in the area immediately surrounding the Borough of Oxford is consistent with the goals of the *Destination 2030* plan, new sewer service should not be extended to outer areas designated for rural and agricultural preservation on regional, county, and local plans. Another project, the Pennsylvania American Water Company Rock Run Water Treatment Plant Expansion in West Caln Township, involves upgrading and expanding this plant, which would allow for increased capacity to meet projected growth within the service area over the next 12 years. Again, new service should be extended to portions of townships that have been designated for growth, but not to those areas designated for rural and agricultural preservation.

In summary, the 47 applications are determined consistent with the goals and policies of *Destination 2030, the Year 2030 Plan for the Delaware Valley*.

The PCC/RTC did not review these applications.

Favorable recommendation was received from the RCC for the PENNVEST applications; however additional comments are attached to the RCC meeting minutes of June 16, 2009 (distributed to the Board).

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

MOTION by Ms. Denworth, seconded by Mr. Pickett, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the Funding Requests in Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties are consistent with the *Destination 2030* plan and county plan reviews.

5. DVRPC Annual Self-Certification of the Regional Transportation Planning Process

Donald Shanis, DVRPC Deputy Director, explained to the Board that Federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration and the Federal Transit Administration that its transportation planning process addresses the major issues facing the area and is being conducted in accordance with all applicable requirements.

The regulation lists specific requirements which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP and Long Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long Range Plan, and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients.

6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
8. Congestion Management System requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

Mr. Seymour noted that in addition to the Self Certification, every three years a formal Federal Certification Review is scheduled to examine the DVRPC planning process.

Favorable recommendation was received from the PCC/RTC that the Board adopt Resolution No. B-FY09-006 certifying that the DVRPC planning process is in conformance with federal regulations.

Favorable recommendation was also received from the RCC. The RCC notes that it is deeply concerned about the effects of the economic downturn on vulnerable businesses, particularly minority and women owned businesses, and requests that stimulus funding and majority contractors and municipalities implement strategies with fidelity that support the growth and development of Disadvantaged Business Enterprises (DBEs).

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

MOTION by Mr. Cappelli, seconded by Mr. Hughes, that the Board adopt Resolution No. B-FY09-006 (copy attached) certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

6. **Authorization to Send Letter to Port Authority Transit Corporation (PATCO) in Support of the Light Rail Alternative for the Expansion of Service from Camden to Glassboro, Camden County**

Mr. Seymour explained to the Board that several alternatives have been analyzed for the expansion of PATCO service from Camden to Glassboro. The preferred selection would be the light rail alternative utilizing the Conrail rail right-of-way which calls for diesel light-rail trains to run 18 miles alongside an existing Conrail freight line to serve Glassboro, Pitman, Mantua, Wenonah, Woodbury, Deptford, West Deptford, Westville, Bellmawr, Brooklawn and Gloucester City. The line provides connections to PATCO and RiverLINE trains at the Walter Rand Transportation Center in Camden, where passengers could catch trains to Philadelphia or Trenton.

The selected alternative is the most compatible with the goals of the Long-Range Plan's Vision for Transit, would be the most beneficial to the communities in South Jersey, and meets the goals of the DVRPC *Connections* Plan. The Board is being requested to approve the letter of support (distributed to the Board) for this alternative.

The PCC/RTC and the RCC did not review this action item.

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

MOTION by Mr. Cappelli, seconded by Mr. Romick, that the Board authorize the Executive Director to send a letter of support to PATCO for the selection of the light rail alternative utilizing the Conrail rail right-of-way in the expansion of PATCO service from Camden to Glassboro.

7. **Election of Fiscal year 2010 DVRPC Board Officers**

Mr. Seymour announced the slate of recommended DVRPC Board Officers for FY 2010 (July 1, 2009 through June 30, 2010) 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

There were no nominations from the floor and the nominations were closed.

On a **motion** Mr. Kuhn, seconded by Mr. Cutler, the Board unanimously elected the recommended slate of DVRPC Board Officers for FY 2010.

8. Connections – the Regional Plan for a Sustainable Future

Ms. Elkis presented to the Board a summary of the comments received from the public comment period for the Long-Range Plan (Plan). The comment period ran from May 22, 2009 through June 22, 2009.

Ms. Elkis presented some of the specific comments, questions, and concerns which included: (1) how do you plan for the future; (2) roadway improvements specifically, the widening of Route 70 in New Jersey; (3) the preferred alternative for the Penns Neck connector road in Mercer County; (4) questions on open space, historical cultural natural resources, and understanding the planning area scale (5) reducing green house gas emissions; (6) upgrading Intelligent Transportation Systems (ITS) on certain roadways within Chester and Montgomery counties.

A public comment document will be prepared containing all the comments, questions, and concerns and the appropriate responses.

Ms. Elkis also commented that there were many positive complimentary comments about the Plan.

Mr. Seymour commented that the Plan was also discussed at the June 23, 2009 Board Policy Analysis Committee Meeting where much of the discussion focused on funding. In particular, amending the the Plan to identify funds for specific segments of the I-95 project and having the Board advocate additional transportation funding for our region.

9. Regional Citizens Committee (RCC Report)

Warren Strumpfer reported the activities from the June 16, 2009 RCC meeting. The RCC heard a presentation by Leo Bagley, Assistant Director of the Montgomery County Planning Commission, on the R6 Norristown Line Service Extension Study. The RCC is also very pleased with the positive comments on the GreenWorks Philadelphia goals, targets, and initiatives.

10. Oversight of Local American Recovery and Reinvestment Act (ARRA) Projects in New Jersey

David Kuhn, New Jersey Department of Transportation, introduced Mark Anderson a member of Governor Corzine's New Jersey Recovery Accountability Task Force.

Mr. Anderson discussed the mission of the Task Force is to "Provide for transparency and accountability in the use of ARRA resources in New Jersey. Created by Governor Corzine, the Task Force will monitor the distribution of ARRA funds in New Jersey and promote the effective and efficient use of those funds.

The Task Force is not involved with selecting or recommending particular projects for funding, as project selection will be the responsibility of the government agency implementing the particular program. The Task Force instead will provide guidance and review concerning agency use of merit base project selection criteria to ensure clarity and compliance with applicable standards."

Within the Task Force are various subcommittees and the Task Force is assigned to perform unprecedented oversight to ensure that recovery funds are awarded based on clear and appropriate criteria and then distributed in a prompt, fair and reasonable manner.

The Task Force also will be providing training to educate and help all levels of fund recipients understand the process. This training will take place on July 16, 2009 in Trenton, New Jersey. Anyone interested in the training should contact J. Adam Hughes, Esq., Assistant Inspector General, at (609) 292-7190 or email Adam.Hughes@oig.state.nj.us. Mr. Anderson also encouraged everyone to visit the website at www.recovery.nj.gov for additional information.

11. Executive Director's Report

Mr. Seymour reported on the following:

a. DVRPC' New Website

Mr. Seymour reported that DVRPC's new website has been launched and encouraged everyone to visit at www.dvrpc.org.

b. National Association of Regional Councils (NARC) Conference

Mr. Seymour reported that he attended the NARC Conference in Denver, Colorado. MPO's from around the country attend this conference to exchange ideas and discuss how their organizations operate.

Also, at this conference, NARC recognized DVRPC as "A Regional Center of Excellence" for our open space planning initiatives.

c. Strategies for Older Suburbs

Mr. Seymour reported that the new round of TCDI projects, the expansion of the Classic Towns program, and the work on Pennsylvania Affordable Housing are all moving forward towards the strategies for older suburbs. In New Jersey, the New Jersey Regional Coalition is hosting two breakfasts throughout the older suburbs on June 28 and July 14, 2009.

d. Pennsylvania State Transportation Commission Meeting

Mr. Seymour reported that a meeting of the Pennsylvania State Transportation Commission will be held at DVRPC on September 2, 2009. The guidelines for public participation were made available to the Board for their review.

e. Regional Leadership Forum

The Regional Leadership Forum was organized by the Economy League of Greater Philadelphia. This year the Forum is scheduled for September 10, 2009 at the HUB Conference Center in Philadelphia.

f. DVRPC Board Retreat

Mr. Seymour urged the Board and alternates to mark their calendars for the DVRPC Board Retreat scheduled for September 24, 2009. The full day event is an opportunity to examine regional issues as well as an opportunity to prepare the preliminary DVRPC Planning Work Program. This year, the Retreat will be held at the New Jersey State Aquarium.

12. 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 Aviation Committee; and (3) the Board Policy Committee.

11. One Minute Reports

James Ritzman reported that 205 of the 242 stimulus projects have been advertised, 159 have had bid openings, 131 have been awarded, and 97 have had notice of receiving. With that, it is expected that all of the 242 project, will have had bid openings by the end of August .

David Kuhn, New Jersey Department of Transportation, reported that the state highway stimulus fund projects are expected to be fully obligated by June 25, 2009 and the local projects will be obligated in the very near future.

Paul Redman, Camden City, reported that the Camden City resurfacing Phase III project was delivered on June 24, 2009 for review.

Cheryl Spicer, Port Authority Transit Corporation (PATCO), reported that four open houses were held for public comment on the PATCO light rail alternative through Gloucester County and commented that support is as high as 80% for this project. PATCO will move forward with the environmental assessment.

Pippa Woods, New Jersey Transit, reported that Request for Proposals are advancing for the Bus Rapid Transit (BRT), and the Atlantic City Rail Line improvements.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

Mr. Seymour recognized and thanked Commissioner Carol Aichele for her leadership as the Chair of the Delaware Valley Regional Planning Commission for Fiscal Year 2009.

Chair Aichele thanked DVRPC and the Board for the opportunity to serve and is looking forward to working with DVRPC as a member of the Board.

Mr. Seymour then announced the retirement of Thabet Zakaria, DVRPC Deputy Director, Systems Planning. Dr. Zakaria has been employed at DVRPC for over 41 years and has been a very integral part of DVRPC since its beginning.

Dr. Zakaria thanked Mr. Seymour and commented on his involvement on numerous projects, his success, and the success of DVRPC throughout his many years of service.

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. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.