

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of October 22, 2009

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

Representative

Joyce Paul  
David A. Kuhn  
Joseph Neal, Esq.  
David Mandelbaum  
Joanne R. Denworth  
James Mosca  
Lynn Bush  
Carol Aichele  
Ronald T. Bailey  
John Pickett  
Kenneth Hughes  
Carol Ann Thomas  
Andrew Levecchia  
Charles Romick  
Donna Lewis  
(not represented)  
Rina Cutler  
Edward Williams  
Andrew Carten

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  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority

(not represented)  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
Keith Lynch  
Byron Comati

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

Pippa Woods  
(not represented)  
Kevin Gallagher  
(not represented)  
Linda Hayes

Toni Crawford-Major  
Ronald Bednar  
(not represented)  
Warren Strumpfer

New Jersey Office of Smart Growth  
Regional Citizens Committee Chair

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

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

DVRPC Staff: Barry J. Seymour, Donald Shanis, Rich Bickel, John Ward, Elizabeth Schoonmaker, Evangeline Linkous, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation  
New Jersey Turnpike Authority  
Delaware River Joint Toll Bridge Commission  
Pennsylvania Department of Environmental Protection

Linda Guarini (Dist. 6-0)  
Brian C. Wahler  
Glenn Reibman  
Lori Mohr  
Andy Zemba  
Jim Richardson  
Paul Clemente

Regional Citizens Committee  
Citizen of Lansdale Borough

**Call to Order - Chair's Comments**

Vice Chair David Mandelbaum called the meeting to order at 10:35 a.m.

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of September 24, 2009**

On a Motion by Mr. Kuhn, seconded by Ms. Denworth, the minutes of the Board Meeting of September 24, 2009 were approved as distributed.

## 2. Transportation Improvement Program (TIP) Actions

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

### a. PA09-70: Project Selection for the Transportation Community System Preservation (TCSP) (Various MPMS#s), Various Counties

FHWA has requested that DVRPC amend the FY2010-2013 TIP for Pennsylvania by approving the recommended list of TCSP projects and adding them to the TIP as individual projects.

The TCSP program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships. This program provides funding for 80% of the total cost of the project, with the applicant providing the remaining 20%. The program operates under FHWA, and is jointly developed with the Federal Transit Administration, the Federal Rail Administration, the Office of the Secretary, the Research and Innovative Technology Administration, and the Environmental Protection Agency.

The 2009 Appropriations Act authorized \$61.25 million nationally, to be used to fund projects through the TCSP program. States, metropolitan planning organizations, local governments, and tribal governments are eligible for the grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade, and examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals. This round of TCSP projects was selected by Congress and referenced in the specific FY Appropriations Act. The FHWA solicited only those applications specified by Congress in the Conference Reports accompanying the Omnibus Appropriations Act. The FHWA administers monitors and evaluates the grants awarded under this program.

A total of \$2,346,000 TCSP has been awarded to the following eight projects selected throughout the DVRPC Pennsylvania subregion:

1. Avenue of the Arts Revitalization and Streetscaping Project - City of Philadelphia (\$444,600 TCSP/\$111,150 Local match);

2. Bethlehem Pike Roadway and Streetscape Improvements, Springfield Township - Montgomery County (\$444,600 TCSP, acknowledging a Toll credit match);
3. Prophecy Creek Park Entrance Project, Whitpain Township - Montgomery County (\$222,300 TCSP/\$55,575 Local match);
4. US 422 River Crossing Complex Project, King of Prussia - Montgomery County (\$222,300 TCSP/\$55,575 Local match);
5. Construction of Bridge Over Valley Creek for Loop Trail at Valley Forge Park, King of Prussia - Montgomery County (\$166,725 TCSP/\$41,681 Local match);
6. Paxon Hollow Road, Pedestrian and School Children Safety Project, Marple Township - Delaware County (\$177,840 TCSP/\$44,460 Local match);
7. Bridge Over Brandywine Creek, Downingtown - Chester County (\$666,900 TCSP/\$166,725 Local match); and
8. Parking and Street Enhancements at Historic Yellow Springs, Chester Springs – Chester County (Provisional Award - Pending FHWA Round 2 Approval).

Financial constraint will be maintained as these projects use funds additional to the DVRPC Region 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.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) to approve TIP Action PA09-70, the Board unanimously adopted the following **motion**:

**Motion** by Ms. Denworth, seconded by Mr. Hughes, that the Board approve TIP Action PA09-70; approve the list of selected projects for TCSP and amend the FY2009 Transportation Improvement Program (TIP) for Pennsylvania by adding the list of recommended projects to the TIP.

**b. PA09-71a: PA 100 South Pines community Noisewalls (MPMS #84989), Chester County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding a preliminary engineering phase for, PA 100 South, Pines Community Noisewalls (MPMS #84989), in FY09 (\$330,000 Economic Development).

This project was recently reviewed for action by DVRPC stakeholders in January 2009, but is being presented again in order to add a major phase (Preliminary Engineering) per the regional MOU in order to let and fund project as a design-build contract.

This project is currently programmed for final design (\$350,000) and construction (\$4,300,000); also funded with economic development funds additional to this region. This project includes the construction of southbound noisewalls on PA 100 from Countryside Drive to Phoenixville Pike in order to provide mitigation for the Pines Community in West Goshen Township.

Financial constraint will be maintained as this project uses economic development funds which are additional funds to the DVRPC region and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from the regional air quality analysis.

**c. PA09-71b: High Street Bridge Over Manatawny Creek Bridge Replacement Project (MPMS #16194), Montgomery County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase for, High Street Bridge Over Manatawny Creek Bridge Replacement Project (MPMS# 16194), in FY10 (\$385,000 Act 44). Final design was programmed in the FY2007 TIP, but was not encumbered (obligation of state funds).

This project is currently programmed for construction in FY11 with Act 44 funds, and includes the replacement of the High Street Bridge, built in 1908, over Manatawny Creek. The structurally deficient bridge is located on Ridge Pike between PA 100 and Manatawny Street in Pottstown. The 165'-long and 51'-wide, four span bridge is composed of three, 45' long built-up deck girder spans and a 28' elliptical-shaped, reinforced concrete deck arch span that is finished with ashlar spandrel walls. The substructure is composed of both stone and concrete piers and abutments.

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 modification 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 PA07-71a and PA07-71b.

The RCC did not vote in favor of TIP Action PA09-71a based on the type of noisewall and the use of economic development funds. Based on information gleaned from a noisewall presentation given by FHWA to the RCC earlier this year, the committee reiterates that absorptive noisewalls are preferable to reflective, in that reflective noisewalls do not mitigate sound impacts for the entire community, only for the local neighborhood adjacent to the roadway.

Favorable recommendation was received from the RCC that the Board approve TIP Action PA07-71b.

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

**MOTION** by Ms. Cutler, seconded by Mr. Mosca, that the Board approve the following TIP Actions:

- (1) TIP Action PA09-71a, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding a preliminary engineering phase for, PA 100 South, Pines Community Noisewalls (MPMS #84989), in FY09 (\$330,000 ECON).
- (2) TIP Action PA09-71b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase for, High Street Bridge Over Manatawny Creek Bridge Replacement Project (MPMS# 16194), in FY10 (\$385,000 Act 44).

d. **PA09-72: Pennsylvania Low Bid ARRA Savings Projects (MPMS #86872 and 69915), Various Counties**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by shifting funds made available from low-bid savings on projects initially selected for funding through the American Recovery and Reinvestment Act of 2009 and approved by the DVRPC Board in February, 2009.

The DVRPC PA Subregion has experienced \$11.139 million in cost savings due to low bids on ARRA projects in the region. Two TIP projects have been proposed to utilize the savings in the PA Subregion. They include Chester County ARRA Paving project on Route 202 from Stanton Avenue to PA 100

bypass (MPMS# 86872), and the Roosevelt Expressway Twin Bridges over the Schuylkill River (MPMS# 69915).

1. The total cost of the Chester County ARRA Paving project (MPMS# 86872), is \$14 million. Currently, the project is programmed with \$4.7 million ARRA funds for construction in FY09, and needs an additional \$9.3 million to be fully funded (\$7,600,000 ARRA will be provided by the available low bids savings and \$1,700,000 will be provided by STU funds). This project will provide for the mill and overlay, and reconstruction of shoulders on Route 202 from 300 feet after Stanton Avenue to before the bridge structure at PA 100 Bypass. The cost of the shoulder re-construction was not accounted for in the original \$4.7 million ARRA funded project.
2. The Roosevelt Expressway Twin Bridges project (MPMS# 69915), located in Philadelphia, has been deferred several times as the region has struggled to identify funding for the project. This section of Route 1 is a high volume, limited access expressway and is a critical connection between I-76 and Northeast Philadelphia. The northbound bridge has a sufficiency rating of 57.5, and the total cost of this project is \$9 million, with \$5.460 million already programmed for construction in FY11. An additional \$3.540 million in available ARRA funds will be programmed in an effort to fully fund the project. The proposed project includes parapet and bridge rehabilitation, including replacing or retrofitting the existing pre-cast concrete barriers, pin and hanger retrofit, joint repair, drainage improvements, fence replacement, zone painting, and a new overlay.

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 modification as these projects are exempt from the regional air quality analysis.

Lynn Bush, Bucks County commented that her understanding was the funds would only be used for distressed communities and asked how the decision was made to fund these two projects.

Ms. Schoonmaker responded that PennDOT Central Office had issued some guidance for selecting projects to be funded with the ARRA low-bid savings, including to look for existing projects that were in economically distressed areas, but that the issue of speed in being able to authorize the federal funds was also critical given that the clock is running out on the transportation funds provided by the Recovery Act. Philadelphia is the only county in the DVRPC region that PennDOT has designated as "economically distressed".

Jim Mosca, Pennsylvania Department of Transportation, commented that the decision to select projects is made by the region, but that PennDOT, District 6 recommended the Chester County Paving and Philadelphia Roosevelt Expressway Twin Bridge projects as existing projects that could be let by mid January, 2010. The guidance issued by Central Office for selecting projects was to first look at existing TIP projects that could be funded with ARRA; select projects in economically distressed areas where possible; and to select projects that could be let for construction by mid-January.

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

**MOTION** by Ms. Cutler, seconded by Ms. Aichele, that the Board approve TIP Action PA09-72, PennDOT's request to modify the DVRPC FY2009-2012 TIP for Pennsylvania by shifting funds made available by low-bid savings on ARRA projects and program accordingly in FY09.

Lynn Bush, Bucks County **opposed** the motion.

e. **NJ10-02: New Jersey Low Bid ARRA Savings Project (DB #02390 and TBD), Various Counties**

DVRPC is requesting to amend the FY2010-2013 TIP for New Jersey by shifting funds made available from low-bid savings on projects initially selected for funding through the American Recovery and Reinvestment Act of 2009 and approved by the DVRPC Board in February, 2009, and seeking approval to add additional projects as funding becomes available.

The DVRPC NJ Subregion has experienced a \$1.875 million cost savings due to low bids on ARRA projects in the region, and expects to realize additional savings over the next few months as the NJ local stimulus projects are put out for bid. Four projects have been identified to utilize the savings in the NJ Subregion. They include the Burlington County Delaware River Heritage Trail (DB #02390) (\$2 million); Gloucester County Bridge Replacement (7-P-1) over Great Egg Harbor (DB# TBD) (\$900,000); Gloucester County CR 678 Mount Royal Road Resurfacing in Mantua (\$750,000); and Gloucester County CR 643 Grove Road and CR 656 Mantua Grove Road Resurfacing in West Deptford (\$900,000). DVRPC is seeking approval for projects which exceed the savings currently available so that projects can be added to the TIP quickly as funds are freed up. The proposed four projects will be processed on a first come first served basis in terms of what can be federally authorized:



1. The Burlington County Delaware River Heritage Trail (DB# 02390), was a project in the FY2009 TIP. The Categorical Exclusion Document (CED) was completed in 2006, but must be re-evaluated. The total cost of this portion of the trail is \$2 million, which will be fully funded with the available ARRA funds in FY10. The purpose of this project is to construct a Burlington County portion of "The Delaware River Heritage Trail." This project will provide for the construction of a multi-use, non-motorized recreational trail along the Delaware River. The full trail extends from Trenton to Palmyra with both on and off-road sections envisioned. The trail will provide a link to many neighborhoods, parks, and trails in the region.
2. The total cost of Gloucester County Bridge Replacement (7-P-1) over Great Egg Harbor (DB# TBD), is estimated to be \$900,000, which will be provided by the available ARRA funds in FY10. The CED has been completed and Pinelands permits have been received, but the CED may need to be re-evaluated. The project will include the replacement of a two span timber bridge with a 60' single span concrete box beam. The existing waterway opening will remain unchanged with no widening approach roadway changes. The bridge spans the Great Egg Harbor River at the County line in Monroe Township Gloucester County and Winslow Township in Camden County.
3. The Gloucester County CR 678 Mount Royal Road Resurfacing in Mantua is estimated at \$750,000 and will provide for pavement restoration for approximately 1.5 miles on CR 678 from CR 533 Alternative Main Street to NJ Route 45.
4. The Gloucester County CR 643 Grove Road and CR 656 Mantua Grove Road Resurfacing in West Deptford is estimated at \$900,000 and will provide for pavement restoration for approximately 1.6 miles on CR 643, and will upgrade the existing traffic signals at CR 643/CR656 and CR 656/CR 551.

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 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. Thomas, seconded by Mr. Romick, that the Board approve TIP Action NJ10-02, NJDOT's request to amend the DVRPC FY2010-2013 TIP for New Jersey by shifting funds made available by low-bid savings on ARRA projects and program accordingly in FY10.

**3. Functional Classification Change for Wood and Vine Streets in the borough of Lansdale, Montgomery County**

Donald Shanis, Deputy Executive Director, explained to the Board that Lansdale Borough has requested a change to the Pennsylvania Functional Classification System. (The letter of request along with Lansdale's PCTI application which included a map of the two roads and a description of the proposed improvements was distributed to the Board).

Lansdale's request involves Wood Street and Vine Street in Lansdale Borough, Montgomery County. The goal of this project is to improve traffic circulation within the Borough by rehabilitating the segment of Wood Street that runs from Second Street to a new intersection with Vine Street (crossing Main Street [Sr0063]), and the segment of Vine Street that runs from a new intersection with Wood Street to South Broad Street. This project will provide an alternate routing for northbound traffic on Broad Street desiring to travel west through the borough on Main Street and eastbound Main Street traffic desiring to travel south on Broad Street, establishing a route that will bypass the Broad and Main intersection and the SEPTA R5 rail crossing that cut diagonally across both of mentioned roadways. The Borough has recently installed a traffic signal at the intersection of Vine and Broad Streets as the first step in creating this connection. Lansdale recommends the proposed facilities (with a total length of .5 miles) be classified as Urban Collector.

Staff has reviewed the request and found it to be consistent with the federal Functional Classification System and its continuity.

Paul Clemente, Lansdale Borough citizen, addressed the Board in opposition of the change in functional classification of these streets claiming that the residents along these roadways did not have the opportunity for public discussion of this project. There are various concerns including traffic, safety and, most significantly, potential taking of their real property by eminent domain or some other legal method without recourse. Mr. Clemente presented the Board Chairman with signed petitions in opposition of this project.

Mr. Clemente asked that the Board refrain from any action or table any action that would promote the completion of the Wood and Vine Streets project in Lansdale, Pennsylvania until the residents concerns are heard.

Kenneth Hughes, Montgomery County, responded that this project is not new and has been discussed over a period of years at public meetings. Lansdale Borough officials have been sensitive to concerned residents and are not acquiring properties by eminent domain, but in agreement with residents. This project will help traffic flow on two main arterials of Main Street and Broad Street and it will also help with congestion at the train station.

Discussions will continue with the public as the project is designed and implemented.

Favorable recommendation was received from the PCC/RTC that the Board amend the FY 2010 Planning Work Program to include this project.

The RCC was not aware of the public sentiment in the community or the motivation for the borough to request this reclassification in a residential neighborhood. The RCC cannot render an opinion on this action item. A longer-term view of congestion and safety in this area should be undertaken, and such requests in the future should include more detail regarding public input.

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

**MOTION** by Mr. Hughes, seconded by Mr. Pickett, that the Board approve the change in functional classification of Wood and Vine Streets in Lansdale Borough, Montgomery County from Local to Urban Collectors.

#### **4. Adoption of DVRPC's Transportation Operations Plan**

John Ward, Associate Director, Intermodal Planning, explained to the Board that approximately 60 percent of the traffic congestion in major urban areas, like the DVRPC region, is due to temporary or non-recurring conditions, such as disabled vehicles, traffic crashes, maintenance and construction activity, or adverse weather conditions. Traditional transportation improvement strategies, such as increasing highway capacity or providing alternative transportation options, are not applicable in these situations. Transportation operations are targeted to mitigating non-recurring congestion. The Transportation Operations Master Plan fulfills the requirement from SAFETEA-LU that MPO's integrate transportation operations into their planning process.

The plan consists of four major elements. Regional operations goals and objectives identify a menu of implementation strategies. Transportation operations vision establishes location and deployment criteria for ITS infrastructure, emergency service patrols, and incident management task forces. Projects and programs compiles the strategies and vision into specific programs for the region to

implement. Lastly, a financial plan identifies operations needs and anticipated funding shortfall. It also highlights that unlike traditional TIP projects, approximately half the regional investment in operations will go to non-capital projects and programs.

The Transportation Operations Master Plan builds upon a number of previous efforts including the Regional ITS Architecture, NJDOT's ITS Investment Strategy, and PennDOT's Regional Operations Plan (ROP). It was developed in close cooperation with DVRPC's Transportation Operations Task Force. The plan is an element of the region's long-range plan, Connections.

Favorable recommendation was received from the PCC/RTC that the Board adopt the DVRPC Transportation Operations Plan.

The RCC requested that the DVRPC Board defer this action until December. The RCC was not given time to review this document and does not know what outreach was conducted to receive public comment.

Mr. Seymour responded that this plan will continue to be updated and evaluated and the RCC will be able to comment.

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

**MOTION** by Ms. Mosca, seconded by Ms. Cutler that the Board adopt the DVRPC Transportation Operations Master Plan.

## **5. Adoption of DVRPC FY 2009 Safety Action Plan**

Mr. Ward explained to the Board that in 2007, the DVRPC Board adopted the Regional Safety Action Plan. That document helped DVRPC fulfill the requirement from SAFETEA-LU that MPO's integrate safety into their planning process.

Through a data driven process and with significant input from the Regional Safety Task Force, the 2007 Plan has been updated. The process embraced comprehensive partnerships and called on the resources of both our traditional and non-traditional planning partners. The outcome reflects the region's current seven key safety Emphasis Areas and identifies a set of strategies to address these Emphasis Areas.

The current Plan builds upon the work undertaken in the initial Plan and continues to focus on reducing crashes and fatalities on the region's roadways. It also continues to help implement the region's long-range plan, Connections. This Safety Action Plan supports and is closely coordinated with the development of PennDOT's and NJDOT's Strategic Highway Safety Plans.

Toni Crawford-Major, Pennsylvania Department of Community and Economic Development, commented that teenage driving and cell phone distraction should be tracked and included in the safety plan.

Mr. Ward commented that distracted driving is an issue and these factors are included in the emphasis areas.

Rina Cutler, City of Philadelphia, also commented that cell phone distraction, bicycle safety, as well as a bicycle safety education program should be included.

Joanne Denworth, Pennsylvania Governor's Policy Office, commented on the cell phone use and how difficult it would be to track. Favorable recommendation was received from the PCC/RTC that the Board adopt DVRPC's Transportation Operations Plan.

The RCC requests the DVRPC Board defer this action until December. The RCC was not given time to review this document and does not know what outreach was conducted to receive public comment.

Mr. Seymour responded that the safety plan is ongoing and the RCC will be able to comment and recommend emphasis areas.

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

**MOTION** by Mr. Kuhn, seconded by Ms. Lewis, that the Board adopt the 2009 Safety Action Plan for the Delaware Valley.

## **6. DVRPC FY 2010 Planning Work Program Amendments**

Dr. Shanis presented two Planning Work Program Amendments as follows:

a. Guide Rail Inventory and Management System in Burlington County, New Jersey

Burlington County will be implementing a Guide Rail Management System using federal funds. FHWA has advised that the project should be included in the DVRPC Work Program. The intent of the project is to develop a Guide Rail Inventory and Management System for all county routes and for all county owned NBIS bridges and their approaches. The work will include the evaluation of all existing guide rail locations, identifying those where the existing guide rail is damaged, deficient or not in compliance with current design standards. Furthermore the project will identify locations where new or additional guide rail may be warranted based on NJDOT and AASHTO standards.

The estimated cost is \$800,000 funded via the TIP.

b. Guide Rail Management System in Gloucester County, New Jersey

Gloucester County will be implementing a Guide Rail Management System using federal funds. FHWA has advised that the project should be included in the DVRPC Work Program. The intent of the project is to develop a Guide Rail Management System and database for all County owned Bridges and approaches on approximately 403 centerline miles of roads in Gloucester County, New Jersey. The resulting database will assist the County in evaluating, prioritizing, scheduling and implementing the maintenance, repairs and/or replacement activities of guiderail based on deficiencies. The County intends to hire a consultant to develop the system and collect the inventory data. The consultant will also train the County on the use of the Guide Rail Management System and provide technical support. The Consultant will conduct a Needs Assessment and develop a System Design and Report that will provide recommendations to the County on the various components of the Management System.

The estimated cost is \$800,000 funded via the TIP.

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

**MOTION** by Ms. Thomas, seconded by Mr. Romick, that the Board amend the DVRPC FY 2010 Planning Work Program to include the Guide Rail Inventory and Management System project in Burlington County, New Jersey and the Guide Rail Management System project in Gloucester County, New Jersey.

c. New Jersey Transfer of Development Rights Program: Problems and Solutions

Evangeline Linkous, DVRPC Planning Analyst, explained to the Board that a key land preservation tool in New Jersey – the Transfer of Development Rights (TDR) program – has only been used by a handful of municipalities, and has not been applied at a multi-municipal or county level. The William Penn Foundation approached DVRPC to conduct research related to legislative and other barriers to its use at the municipal and regional levels. The research and analyses includes investigation of the possibility of a demonstration regional TDR program in Salem County, NJ, based on the planning objective to preserve the county's significant agricultural areas and redirect growth to appropriate areas.

Working in conjunction with the policy and planning non-profit organization, New Jersey Future, DVRPC will participate in a state-level task force to identify difficulties in enacting local and regional TDR programs and what legislative and

other changes are needed to make this technique more viable and cost-effective throughout New Jersey. DVRPC will also organize a Regional Salem County TDR Task Force and gather data, generate maps, and collect input from stakeholders on the potential for establishing a regional TDR program in that farm-dominated county. Lessons from this process will enhance the investigation at the state level and be useful to other regions/counties interested in similar efforts.

William Penn Foundation is providing \$82,500 which will be allocated as follows: New Jersey Future \$40,000 - DVRPC \$42,500.

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

**MOTION** by Mr. Romick, seconded by Ms. Denworth, that the Board approve amending the FY 2010 DVRPC Planning Work Program to include the New Jersey Transfer of Development Rights Program: Problems and Solutions.

## **7. Pennsylvania State Water Plan**

Lori Mohr, Special Projects Manager, Department of Environmental Protection (DEP), presented to the Board the Pennsylvania State Water Plan.

The Water Resource Planning Act was enacted in 2002 and as part of that legislation DEP was required to work with 169 appointed, statewide, and regional committee members to update the Water Plan. The plan calls for designation of Critical Water Planning Areas (CWPA) and development of critical area resource plans for each designated CWPA.

Ms. Mohr mentioned the State Water Atlas available on the DEP website ([depweb.state.pa.us](http://depweb.state.pa.us)) which contains statewide and regional maps, regional highlights and simple statistics.

Andy Zemba, Program Manager, DEP, then explained to the Board the next steps for the Plan's implementation.

A public meeting and public hearing are scheduled for November 9, 2009 at the Roadway Inn Conference Center in Allentown to present the Delaware CWPA nominations: (1) Broadhead Creek; (2) Little Lehigh Creek; and (3) Tributaries to Neshaminy Creek.

## **8. Regional Citizens Committee (RCC) Report**

Warren Strumpfer reported positive comments on the following items:

(1) the Gloucester County road markings project; (2) the DVRPC Bucks County Needs Assessment; (3) the Board Retreat; and (4) appreciation of DVRPC's attention to the RCC's Work Program project recommendations.

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

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

### **a. Regional Infrastructure Improvement Zones**

Mr. Seymour called the Board's attention to the Regional Infrastructure Improvement Zones flyer (distributed to the Board) and commented that after review of these initiatives by the PCC/RTC the subject will be addressed at the next Board Meeting.

### **b. Regional Comprehensive Economic Development Strategy**

Mr. Seymour reported that DVRPC is continuing its work with the Economic Development Administration (EDA) to coordinate the preparation of a regional comprehensive economic development strategy (CEDS). On September 30, 2009 a set of regional policies and a list of approximately 100 projects was approved for consideration for funding from EDA.

### **c. Pennsylvania Local Development Districts**

Mr. Seymour reported that the Pennsylvania Association of Local Development Districts has requested DVRPC to work with the Appalachian District to coordinate economic development planning. This would enable a statewide application for funds.

### **d. PennDOT Planning Partners Meeting**

Mr. Seymour attended the PennDOT Planning Partners Meeting. This meeting, initiated by PennDOT, gathers all the state MPO's and RPO's to exchange and discuss regional issues.

### **e. Pennsylvania Broadband Applications**

Dr. Shanis reported the state requested DVRPC review 27 Broadband Applications for comment and recommendations.

Mr. Seymour announced that there is no meeting in November. The next regular Board and Executive Meetings will be on December 3, 2009. Mr. Seymour invited



all Board Members and Alternates to attend the DVRPC staff showcase at **9:30** a.m. on December 3, 2009 (preceding the Board Meeting).

#### **10. Committee Reports**

The following committee reports were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Regional Community and Economic Development Forum; (3) Delaware Valley Goods Movement Task Force; and (4) Regional Safety Task Force.

#### **11. One Minute Reports**

Mr. Strumpfer thanked DVRPC for inviting additional RCC members to the Board Retreat.

#### **OLD BUSINESS**

No old business was stated.

#### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:20 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for October 22, 2009
- (2) RCC Recommendations to the Board for October 22, 2009

Additional Documents Distributed to the Board:

- (1) Alert, October 2009

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