

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 3, 2009

Location: Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 9th Floor
Philadelphia, PA 19106

Membership Present

New Jersey Department of Community Affairs
New Jersey Department of Transportation
New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy Office
Pennsylvania Department of Transportation
Bucks County
Chester County

Delaware County
Montgomery County
Burlington County

Camden County

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

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division
U.S. Department of Housing and Urban
Development, Region III
U.S. Environmental Protection Agency, Region II
U.S. Environmental Protection Agency, Region III

Representative

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

Caroline Trueman
(not represented)

(not represented)
(not represented)
Megan Mackey

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

Keith Lynch
Byron Comati
Pippa Woods
(not represented)
Kevin Gallagher
Sheryl Spicer
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.
Doug Heinold, Esq.

DVRPC Staff: Barry J. Seymour, Rich Bickel, Charles Dougherty, John Ward, Chris Puchalsky, Roger Moog, Elizabeth Schoonmaker, Tom Walker, John Griffies, Mary Bell, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation
New Jersey Department of Transportation
New Jersey Turnpike Authority
New Jersey Transit
State Representative Steven Santarsiero's Office
Regional Citizens Committee

Linda Guarini (Dist. 6-0)
Howard Innordino
Brian C. Wahler
Dennis Martin
Arianne Sellers
Jim Richardson

Call to Order - Chair's Comments

Chair Louis Cappelli, Esq. called the meeting to order at 10:30 a.m.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of October 22, 2009

On a Motion by Mr. Mandelbaum, seconded by Mr. Hughes, the minutes of the Board Meeting of October 22, 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. PA09-75a: Adjacent Box Beam Rehab (Group A) (MPMS# 87241), Delaware and Montgomery Counties

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP and programming final design (\$150,000 Act 44) and construction in FY10 (\$5,807,000 Act 44) for Adjacent Box Beam Rehab (Group A) (MPMS# 87241). Funding is being provided by the Act 44 Line Item (MPMS #82395).

In response to the 2005 collapse of a fascia beam on the bridge carrying SR 1014 over I-70 in Washington County, intensive safety inspections have occurred to adjacent non-composite pre-stressed concrete box beam bridges in each of PennDOT's 12 Districts, and several that require immediate rehabilitation have been identified in District 6.

This project involves the rehabilitation of four adjacent non-composite pre-stressed concrete box beam bridges that are structurally deficient and require immediate superstructure replacement to enhance safety and protection of the traveling public. The bridges included in this project are in critical, poor, or serious condition due to damaged beams, and are in urgent need of rehabilitation in a timely matter. There are currently no bike/pedestrian facilities on any of the bridges to be rehabbed as part of this project, which is for bridge superstructure replacement only. The design work for this project will be done in-house at District 6, and this project is expected to be let by May 20, 2010. Rehabilitation of these four bridges will remove these bridges from structurally deficient status:

(1) SR 0663 - West King Street over Manatawny Creek, Montgomery County - The bridge carries West King Street (SR 0663) over Manatawny Creek in the Borough of Pottstown in Montgomery County. The bridge is 154 feet long and has a deck area of 8,932 square feet. There is currently a pending maintenance letter proposing the bridge to be posted for 32 tons. The construction cost for rehabilitation of this bridge is \$2,233,000 Act 44.

(2) SR 1026 – Hendricks Station over Perkiomen Creek, Montgomery County - The bridge carries Hendricks Station Road (SR 1026) over Perkiomen Creek in Montgomery County. The bridge is 138 feet long and has a deck area of 4,416 square feet. The construction cost for rehabilitation of this bridge is \$1,104,000 Act 44.

(3) SR 0291 – Essington Avenue over Crum Creek, Delaware County -

The bridge carries Essington Avenue (SR 0291) over Crum Creek in Delaware County. The bridge is 96 feet long and has a deck area of 6,586 square feet. The construction cost for rehabilitation of this bridge is \$1,646,000 Act 44.

(4) SR 3014 - Lafayette Avenue over Wissahickon Creek, Montgomery County

- This bridge carries Lafayette Avenue over Wissahickon Creek in Montgomery County, Upper Dublin Township. The bridge is 103 feet long and has a deck area of 3,296 square feet. The construction cost for rehabilitation of this bridge is \$823,900 Act 44.

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 these projects are exempt from the regional air quality analysis.

b. PA09-75b: Adjacent Box Beam Rehab (Group B) (MPMS# 87243), Bucks and Chester Counties

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP and programming final design (\$150,000 Act 44) and construction in FY10 (\$4,814,000 Act 44) for Adjacent Box Beam Rehab (Group B) (MPMS# 87243). Funding is being provided by the Act 44 Line Item (MPMS #82395).

In response to the 2005 collapse of a fascia beam on the bridge carrying SR 1014 over I-70 in Washington County, intensive safety inspections have occurred to adjacent non-composite pre-stressed concrete box beam bridges in each of PennDOT's 12 Districts, and several that require immediate rehabilitation have been identified in District 6.

This project involves the rehabilitation of five adjacent non-composite pre-stressed concrete box beam bridges that are structurally deficient and require immediate superstructure replacement to enhance safety and protection of the traveling public. The bridges included in this project are in critical, poor, or serious condition due to damaged beams, and are in urgent need of rehabilitation in a timely matter. These bridges are primarily located in rural areas and do not include bicycle/pedestrian facilities within the project area. The design work for this project will be done in-house at District 6, and this project is expected to be let by June 17, 2010. Rehabilitation of these five bridges will remove these bridges from structurally deficient status:

(1) SR 2006 – New Falls Road over Branch Martins Creek, Bucks County -

The bridge carries New Falls Road (SR 2006) over Branch Martins Creek in falls Township, Bucks County. The bridge is 47 feet long and has a deck area of 2,021 square feet. The construction cost for rehabilitation of this bridge is \$505,200 Act 44.

(2) SR 2018 – Trenton Road over Branch Queen Anne Creek, Bucks County -

The bridge carries Trenton Road (SR 2018) over Branch Queen Anne Creek in Middletown Township, Bucks County. The bridge is 47 feet long and has a deck area of 2,068 square feet. The construction cost for rehabilitation of this bridge is \$517,000 Act 44.

(3) SR 2020 – Boot Road over Amtrak, Chester County - The bridge carries Boot Road (SR 2020) over Amtrak in Chester County, in the Borough of Downingtown. The bridge is 162 feet long and has a deck area of 6,804 square feet. The construction cost for rehabilitation of this bridge is \$1,701,000 Act 44.

(4) SR 2018 - Trenton Road over Mill Creek, Bucks County - This bridge carries Trenton Road (SR 2018) over Mill Creek in Middletown Township, Bucks County. The bridge is 49 feet long and has a deck area of 2,156 square feet. The construction cost for rehabilitation of this bridge is \$539,000 Act 44.

(5) SR 2089 – Almhouse Road over Little Neshaminy Creek, Bucks County - This bridge carries Almhouse Road (SR 2089) over Little Neshaminy Creek in Bucks County. The bridge is 142 feet long and has a deck area of 6,205 square feet. The construction cost for rehabilitation of this bridge is \$1,551,300 Act 44.

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 these projects are exempt from the regional air quality analysis.

c. PA09-75c: Adjacent Box Beam Rehab (Group C) (MPMS# 87244), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP and programming final design (\$150,000 Act 44) and construction in FY10 (\$1,395,000 Act 44) for Adjacent Box Beam Rehab (Group C) (MPMS# 87244). Funding is being provided by the Act 44 Line Item (MPMS #82395).

In response to the 2005 collapse of a fascia beam on the bridge carrying SR 1014 over I-70 in Washington County, intensive safety inspections have occurred to adjacent non-composite pre-stressed concrete box beam bridges in each of PennDOT's 12 Districts, and several that require immediate rehabilitation have been identified in District 6.

This project involves the rehabilitation of three adjacent non-composite pre-stressed concrete box beam bridges that are structurally deficient and require immediate superstructure replacement to enhance safety and protection of the traveling public. The bridges included in this project are in critical, poor, or serious condition due to damaged beams and are in urgent need of rehabilitation in a timely matter. Pedestrian activity is not prevalent on any of the three structures based on shoulder widths and surrounding land-uses. The design work for this project will be done in-house at District 6, and this project is expected to be let by April 22, 2010. Rehabilitation of these three bridges will remove these bridges from structurally deficient status:

(1) SR 2060 – New Second Street over Tacony Creek, Montgomery County - This bridge carries New Second Street (SR 2060) over the Tacony Creek in Montgomery County. The bridge is 44 feet long and has a deck area of 2,552 square feet. The construction cost for rehabilitation of this bridge is \$638,000 Act 44.

(2) SR 4030 – New Hanover Square over Minister Creek, Montgomery County - This bridge carries New Hanover Square (SR 4030) over Minister Creek in New Hanover Township, Montgomery County. The bridge is 55 feet long and has a deck area 1,870 square feet. The construction cost for rehabilitation of this bridge is \$467,500 Act 44.

(3) SR 3001 – Stump Hall Road over Zacharias Creek, Montgomery County - This bridge carries Stump Hall Road (SR 3001) over Zacharias Creek in Skippack Township, Montgomery County. The bridge is 34 feet long and has a deck area of 1,156 square feet. The bridge is posted for 24 tons. The construction cost for rehabilitation of this bridge is \$289,000 Act 44.

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 these projects are exempt from the regional air quality analysis.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Actions PA09-75a, PA09-75b, and PA09-75c.

The Regional Citizens Committee (RCC) notes that bridge and deck reconstruction of all three TIP projects poses an opportunity to integrate Complete Streets design to allow for pedestrian and bicycle access. Every implementing agency needs to have and utilize a Complete Streets policy to plan for the future. While the safety of these bridges is of the utmost importance, the safety of bicyclists and pedestrians utilizing these roads needs to be considered as well. The RCC also requests whether and how bicycle and pedestrian facilities were considered for these projects.

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

Motion by Ms. Denworth, seconded by Mr. Hughes that the Board approve the following TIP Actions:

- (1) TIP Action PA09-75a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Adjacent Box Beam Rehab (Group A) (MPMS# 87241), and programming final design in FY09 (\$150,000 Act 44) and construction in FY10 (\$5,807,000 Act 44).
- (2) TIP Action PA09-75b, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Adjacent Box Beam Rehab (Group B) (MPMS# 87243), and programming final design in FY09 (\$150,000 Act 44) and construction in FY10 (\$4,814,000 Act 44).
- (3) TIP Action PA09-75c, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Adjacent Box Beam Rehab (Group C) (MPMS# 87244), and programming final design in FY09 (\$150,000 Act 44) and construction in FY10 (\$1,395,000 Act 44).

d. **PA09-76: Grove Road Drainage Improvements (MPMS# 87281), Chester County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Grove Road Drainage Improvements (MPMS# 87281), and programming preliminary engineering in FY10 (\$250,000 State), and final design (\$200,000 State), utility (\$50,000

State), right of way (\$50,000 State), and construction (\$1,000,000 STP) in FY11, acknowledging a toll credit match in FY11.

This project involves the relocation of the existing drainage system to a new system on the west side of Grove Road in West Whiteland Township. The project will extend from north of Scott Drive to the bridge over Broad Run, and will include the use of inlets and pipes to handle current runoff. The current drainage system is inadequate and adjacent residences frequently experience localized flooding during storm events.

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 these projects are exempt from the regional air quality analysis.

e. A09-77: I-76 Mudslide Study (MPMS# 87522), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, I-76 Mudslide Study (MPMS# 87522), and programming a study phase in FY10 (\$65,000 State) for the completion of a hydraulic study on I-76 to determine what improvements will be required to move the project to preliminary engineering so that environmental clearance can be obtained.

As I-76 approaches Philadelphia, it meets and runs parallel to the west bank of the Schuylkill River between the Borough of Conshohocken and Gladwyne in Lower Merion Township. It is at this point that I-76 is contained between the steep rocky slopes and the river that characterize the topography in this area. I-76 is bounded by a concrete barrier through most of this area and storm water falling on summit areas follow natural drainage ways down the slope to one of eight headwall locations spaced along the slope of I-76.

Due to the mudslides and flooding that occurred as a result of a storm on August 2, 2009 on the I-76/Schuylkill Expressway, a new hydraulic study has been initiated to look at mitigative measures that can be taken to help prevent the reoccurrence of flooding and mudslides. This study will include deed research, field reconnaissance, hydrologic and hydraulic analysis findings, and recommendation reports analyzing the existing flood and mudslide problem along I-76 at the Conshohocken curve, from milepost 334 and 335 in Lower Merion Township. A study of the area was done in 2005, but did not include an analysis of hydraulics.

The new study will be used to confirm the 2005 findings and consider changes that have occurred since the completion of the 2005 study.

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 these projects are exempt from the regional air quality analysis.

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

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

(1) TIP Action PA09-76, PennDOT's request to amend the FY2009-12 TIP for Pennsylvania by adding a new project to the TIP, over road Drainage Improvements (MPMS# 87281), and programming preliminary engineering in FY10 (\$250,000 State), and final design (\$200,000 State), utility (\$50,000 State), right of way (\$50,000 State), and construction (\$1,000,000 STP) in FY11.

(2) TIP Action PA09-77, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, I-76 Mudslide Study (MPMS# 87522), and programming a study phase in FY10 (\$65,000 State).

f. **PA09-78: Avenue of the Arts/North Broad Street Revitalization and Streetscape – Phase I (MPMS# 87937), Philadelphia**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing funding for the construction phase of, Avenue of the Arts/North Broad Street Revitalization and Streetscape – Phase I (MPMS# 87937), by a total of \$9.1 million and programming in FY10 (\$2,500,000 ECON/\$2,050,000 Local) and FY11 (\$2,500,000 ECON/\$2,050,000 Local).

Five million dollars of additional funding for this project is being provided by PA Economic Development funds as a State commitment. Local funding is from the City of Philadelphia (\$4.1 million). In the future, approximately \$40.4 million in additional funding is expected to be added to this project as a result of future commitments of local funds for other portions of the project. The project will advance in phases as funds become available.

Phase I of this project, which includes installation of a portion of the lighting and trees along North Broad Street, was programmed with TCSP funds (\$445,000) in the current TIP as part of the September 2009 actions.

TCSP funds, Economic Development funds, and local funds will be contributed toward the overall larger \$50 million multi-phased streetscape enhancement project, which will run along 3.8 miles of North Broad Street from the north side of City Hall to Glenwood Avenue, in Philadelphia. This improvement effort will bring together the several neighborhoods that touch on North Broad and bring uniformity to the corridor as it continues to grow. The full project includes 64 lighting masts in the Broad Street median, 480 new trees on both the east and west sides of the street as well as new lighting on each of the 40 east/west cross streets from 13th to 15th Street.

Financial constraint will be maintained as this project will be funded by State Economic Development funds, and a local contribution from the City of Philadelphia.

The TIP's current conformity finding will not be impacted by this modification as these projects are exempt from the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA09-78.

The RCC recommends that prior to the approval of funding for this project; there should be a public outreach plan in place as part of the project description, outlining how community members and other stakeholders would be engaged throughout the design and implementation process. Also, the RCC would like help in finding specific references in the Pennsylvania Code and the FY 2009/2010 state budget regarding the Governor's authorization to use economic development funds at their discretion.

Barry Seymour, Executive Director responded that DVRPC staff would arrange for a presentation to the RCC to review the funding process.

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

MOTION by Ms. Cutler, seconded by Ms. Denworth that the Board approve TIP Action PA09-78, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of, Avenue of the Arts/North Broad Street Revitalization and Streetscape (MPMS# 87937), by a total of \$9.1 million and programming in FY10 (\$2,500,000 ECDV/\$2,050,000 Local) and FY11(\$2,500,000 ECDV/\$2,050,000 Local).

3. DVRPC FY 2010 Planning Work Program (PWP) Amendments

a. Center City Philadelphia Evacuation and Traffic Model

Chris Puchalsky, DVRPC Manager, Office of Modeling and Analysis, explained to the Board that the timely and orderly evacuation of the region's core in the event of a disaster is of utmost importance in order to ensure safety and security. This project will build a detailed computer model of the transportation system in Center City Philadelphia which will simulate the evacuation behavior of vehicles, pedestrians, and transit in the event of an emergency. This model will be used to test various scenarios and identify bottlenecks and other problems. The model will also be used to test current and future year traffic conditions under normal conditions for planning purposes.

FY10 costs are \$150,000, paid for by the Department of Homeland Security (DHS) via the Southeastern PA Task Force. Total project cost of \$695,000 over 4 fiscal years, funded by a combination of DHS and PennDOT PL Supplemental funds.

Lynn Bush, Bucks County, inquired if the project includes actual evacuation routes.

Mr. Puchalsky responded that the project, at present, will only include vehicle, pedestrian, and transit behaviors and test various scenarios.

Favorable recommendation was received from the PCC/RTC that the Board amend the PWP to include the Center City Philadelphia Evacuation and Traffic Model.

The RCC recommends that a bike traffic model be included in the Center City Philadelphia Evacuation and Traffic Model in an effort to validate its findings.

Mr. Puchalsky responded that, initially, not including a bicycle mode will not adversely impact the purpose of the model.

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

MOTION by Ms. Cutler, seconded by Mr. Mandelbaum, that the Board amend the DVRPC FY 2010 Planning Work Program to include the Center City Philadelphia Evacuation and Traffic Model project.

b. New Jersey Route 70 Traffic Study

Thomas Walker, DVRPC Manager, Systems Planning Office of Modeling and Analysis, explained to the Board that the New Jersey Department of Transportation (NJDOT) has requested that a traffic study be conducted for the Route 70 Corridor between the I-295 Interchange and North Cropwell Road in Cherry Hill Township, Camden County and Evesham Township, Burlington County. In response to that request, DVRPC has prepared this scope of services for adoption by the DVRPC committees and the Board. This scope will be included in a sub-contract between McCormick Taylor and DVRPC.

Under this Scope of Services, DVRPC will prepare 2035 forecasts for the No-build and up to three build alternatives for NJ 70, its I-295 Interchange, and selected parallel and crossing streets. These forecasts will be transmitted to McCormick Taylor for use in project level planning, evaluation, and design studies. This study will be initiated and completed in FY10.

The cost and source of funds is \$80,000 in funds from the NJDOT.

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 Mr. Romick that the Board amend the DVRPC Fiscal Year 2010 Planning Work Program to include the New Jersey Route 70 Traffic Study.

c. DVRPC FY 2010 Planning Work Program Amendment: Supplemental Pottstown Bypass (US 422) Traffic Study

Mr. Walker explained to the Board that DVRPC prepared 2006 (opening year) and 2026 (design year) traffic forecasts for the No-build and build alternatives for the Pottstown Bypass (US 422) and its interchanges. These forecasts were transmitted to PennDOT and its consultants for use in the project level planning and design studies for the Pottstown (US 422) Bypass and the Stowe, Keim Street, PA 724, and Armand Hammer interchanges.

Although, the preferred alternative has been selected and the associated design studies are largely completed, the planned opening year has been moved forward from 2006 to 2015. This revision in the construction phasing of the project requires that the traffic forecasts for the opening and design years be redone to comply with FHWA guidelines. Under this supplemental work program, DVRPC will prepare updated 2015 and 2035 forecasts. This study will be initiated in FY10 and completed in FY11.

The cost and source of funds will be \$150,000 in funds from the Pennsylvania 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. Hughes, seconded by Mr. Mosca, that the Board amend the DVRPC Fiscal Year 2010 Planning Work Program to include the Supplemental Pottstown Bypass (US 422) Traffic Study.

d. Supplemental I-95 Interchange Enhancement, Phase III

Mr. Walker explained to the Board that DVRPC staff prepared 2030 traffic forecasts for the proposed reconstruction of the I-95 main line and the Aramingo Avenue, Betsy Ross Bridge, Bridge Street, and Princeton/Cottman interchanges. These forecasts were used in the project level planning and design studies for these I-95 sections, which are substantially completed. This project will analyzing the traffic volume and congestion effects of closure strategies for reducing the I-95 reconstruction cost. This work program will also prepare supplemental pedestrian movement forecasts for special events at Penn Treaty Park.

This project will analyze the construction year traffic impacts of two partial closure strategies; (a) I-95 partial lane/ramp closure limited to the section(s) under reconstruction and (b) Simultaneous I-95 interchange and mainline section reconstruction during closure of I-95. Option (a) is presently programmed into the DVRPC TIP, which initiates reconstruction of the various interchange and mainline phases over the time period of 2009 through 2016. Option (b) would coordinate I-95 reconstruction activities to be undertaken. In other regions, simultaneous reconstruction of major freeways segments has substantially reduced the reconstruction cost. This study will be initiated in FY10 and completed in FY11.

The cost and source of funds is \$250,000 in funds from the Pennsylvania Department of Transportation.

Rina Cutler, City of Philadelphia, was concerned that recommendations had already been reviewed from a previous study and a new study would possibly change the funding plan. Ms. Cutler also had many other concerns and requested additional information on this project before approval of this action.

Mr. Seymour responded that if no action is taken the project would be delayed another two months. Efforts will be made to make all pertinent information

available and discussions will be scheduled to review all options and recommendations.

After discussion, it was agreed that this project would be acted upon today and brought back in January, if necessary, with additional information.

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

MOTION by Mr. Pickett, seconded by Ms. Cutler, that the Board amend the DVRPC Fiscal Year 2010 Planning Work Program to include the I-95 Interchange Enhancement Traffic Study, Phase III and that, after further coordination, this project may be acted upon again at the January Board Meeting.

e. New Jersey Airports Pavement Condition Assessment and Management Study

Roger Moog, DVRPC Manager, Office of Aviation Planning, explained to the board that the New Jersey Department of Transportation, Division of Aeronautics, has requested that the DVRPC Office of Aviation Planning carry out a planning study to ascertain the condition of all pavements used for aircraft operations at seven airports in the five New Jersey counties of the DVRPC region. These airports are Camden County, Cross Keys, Flying W, Red Lion, Spitfire, Trenton-Mercer, and Trenton-Robbinsville. DVRPC staff anticipates the need to retain a consultant for pavement testing purposes to assist DVRPC staff in this study. The NJDOT contract with DVRPC must be executed by December 9, 2009.

The cost and source of funds is \$175,000 provided from the New Jersey Airport Improvement Aid Fund with 100% of the cost provided by the Fund.

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

MOTION by Mr. Kuhn, seconded by Ms. Lewis that the Board amend the DVRPC FY 2010 Planning Work Program to include the New Jersey Airports Pavement Condition Assessment and Management Study.

4. Proposed Change to the Federal Highway Functional Classification System for Pennsylvania – Certain Philadelphia Navy Yard Roadways, City of Philadelphia

Charles Dougherty, DVRPC Director, Technical Services Division, explained to the Board that the City of Philadelphia has requested a change to the Federal Highway Functional Classification System for Pennsylvania. The details, including a map of the area indication the roads to be reclassified and a table showing the from and to

locations of the changes, the mileage of the changes, and the current and proposed classification were distributed to the Board.

The City, through the Philadelphia Industrial Development Corporation, has been transforming the former government operated and secured Navy Yard into a publicly accessible business park, with an anticipated full build-out of 20,000 employees and more than \$2 billion of private investment. The transition and expansion of facility will bring about changes in land use, travel patterns and how the roadway system functions. The most significant changes will be on Broad Street from I-95 to Intrepid Avenue; on 26th Street and Basin Ridge Road from Penrose Avenue to Langley Avenue; and on Langley Avenue from Basin Ridge Road to Broad Street.

Staff has reviewed the request with both PennDOT and FHWA. An initial question that arose was whether these roadways will, in fact, be public roads, as required to be part of the federal system. The parties have reviewed how public access will be allowed and have agreed that they are public roadways. Therefore, staff and PennDOT have found the changes to be consistent with the federal Functional Classification System and its guidelines for continuity.

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

MOTION by Ms. Cutler, seconded by Mr. Mosca, that the Board approve the changes to the Federal Functional Classification System for Pennsylvania of certain roadways within the Philadelphia Navy Yard.

5. Approval to Distribute DVRPC FY 2011 Draft Planning Work Program

Mr. Seymour explained to the Board that authorization is being sought to distribute, for review and comment, the Draft Fiscal Year 2011 Planning Work Program (distributed to the Board) consisting of: (1) DVRPC=s Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board=s Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

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

MOTION by Mr. Kuhn, seconded by Ms. Arter, that the Board authorize distribution of the DVRPC Draft Fiscal Year 2011 Planning Work Program for public review and comment from December 14, 2009 through January 13, 2010.

6. Regional Infrastructure Improvement Zones (RIIZs)

Richard Bickel, DVRPC Director, Planning Division, presented to the Board a description of the RIITs program. The RIITs concept developed by the National Association of Regional Councils (NARC) and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) examines how to obtain the much needed additional funding for our infrastructure needs and how the private sector can help. The private sector issue has been addressed in various legislative proposals both in New Jersey and Pennsylvania; however, this concept is predicated on a great deal of private sector support. Also, these public/private cooperative ventures must be consistent with regional, county, and local plans.

RIIZs is intended to encourage private sector support for infrastructure improvements through favorable tax treatment. These funds generated from the private sector would result in a tax break for the contributor. Individuals would apply to their regional Metropolitan Planning Organization (MPO) which would give organizations and their board's control of this process if it were enacted. The MPO would determine whether the project is eligible and is consistent with regional plans. Transportation and non-transportation projects are eligible for the program. And Mr. Bickel presented a specific example of how the RIIZs process would work.

Mr. Bickel added that Senator Arlen Specter has already drafted legislation to implement this approach, and the Bill could possibly be introduced in 2010. The Bill would amend the tax code to allow an ordinary and necessary business expense deduction for contributions to regional infrastructure improvement zones.

The Board will be kept abreast of this program. If the Bill is introduced, meetings will be held to discuss whether the Board would like to support this legislation.

David Mandelbaum, Pennsylvania Governor's Appointee, inquired whether the DVRPC Board would want to be in the middle of a tax deduction issue. It seems to be an issue for the IRS.

Mr. Bickel explained that the theory behind this legislation is that it shifts from just an IRS question to an extension of public policy to help fund infrastructure improvements. A Bill in Pennsylvania and New Jersey already exists called the Transportation Partnership Act which generates private sector funds to support projects. The RIIZs program provides another alternative which provides a locally funded approach.

Ms. Cutler had concerns about this type of program as follows: (1) being the decision-makers without advising regional elected officials who will ultimately be responsible; and (2) what would be the impact of this program on the PennDOT right-of-way program which dictates the type of improvements for development and infrastructure improvements. Ms. Cutler would appreciate additional information on the RIIZs Program.

Joanne Denworth, Pennsylvania Governor's Policy Office, Pippa Woods, New Jersey Transit, and Donna Lewis, Mercer County, also had concerns with this program as to the extent in which the MPO would be involved and the complications which may arise.

Toni Crawford-Major, Department of Community and Economic Development, commented that the RIIZs theory of involving private sector and the community sounds like a positive solution, especially if it helps with additional funding for economic development and infrastructure.

Mr. Seymour assured the Board they would be kept informed of any updates to this program.

7. Regional Citizens Committee (RCC) Report

Warren Strumpfer reported the activities from the RCC Meeting of November 17, 2009.

The RCC elected a new Chair for calendar year 2010, Aissia Richardson, Vice President of Operations for the Uptown Entertainment and Development Corporation. Ms. Richardson will begin her term in January.

The RCC requested the following presentations for future RCC meetings: (1) a discussion of the documentation of financial constraint within the TIP process; and (2) a comprehensive presentation on I-95 to date: what is being planned considering environmental, energy, social and economic issues?

The RCC heard two staff presentations: (1) Christopher Linn presented "Sea level Rise Impacts to Natural and Human Communities in the Delaware Estuary; and (2) Mary Bell presented "Greater Philadelphia Regional Economic Development Framework."

Mr. Strumpfer concluded with some personal comments on his appreciation of the DVRPC staff and agency representatives with which he has developed good working relationships during his tenure as RCC Chair.

Although some actions are unanimously approved after RCC recommendations are opposed, the Mr. Strumpfer is encouraged to have these recommendations considered by the DVRPC staff and the Board members. During Mr. Strumpfers' tenure as Chair he worked hard to convey that the RCC is not just bicycle oriented, but a broad-based group with many interests. Mr. Strumpfer also commented that the RCC requests more detailed information be available on the DVRPC website from PennDOT specifically on the Congestion Management Process (CMP) and project details.

Mr. Strumpfer concluded that he believes the DVRPC citizen's participation process is the best he has ever come across and hopes he can continue serving on the RCC.

Chair Cappelli thanked Mr. Strumpfer for his dedication and valuable input on behalf of the RCC.

Mr. Seymour also thanked Mr. Strumpfer for his hard work and long hours that he has expended on behalf of the RCC and is looking forward to his continued service.

8. Executive Director's Report

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

a. Association of Metropolitan Planning Organizations (AMPO) Conference

Mr. Seymour attended and presented at the AMPO Conference. Discussions took place with our counterparts from both New Jersey and New York City about related issues, in particular, High Speed Rail and AMTRAK.

b. DOT – EPA – HUD Briefings

Mr. Seymour met with senior staff at DOT, EPA and HUD. These three agencies have come together to discuss a partnership for smart growth, housing, and transportation. At present, a legislation has been submitted on livable communities. If passed it would formalize the relationship between the three agencies. There are two parts to the legislation: (1) a regional planning process and (2) funding for project implementation.

c. Connections Distribution

Mr. Seymour reported that the *Connections* Report has been widely distributed.

d. Transportation Reauthorization Forum

Mr. Seymour reported that he presented at the Transportation Reauthorization Forum.

e. I-95 Corridor Coalition

Mr. Seymour reported that DVRPC hosted the I-95 Corridor Coalition meeting which consisted of state agencies from Maine to Florida, Federal Highway Administration, and other federal agencies. These agencies come together regularly to discuss I-95 issues and concerns.

f. Route 422 Traffic and Toll Study

Mr. Seymour reported that action will be requested at the January Board meeting for approval of the selection of a consultant for the Route 422 Traffic and Toll Study.

g. Transportation Community Development Initiatives (TCDI)

The recommended projects for the TCDI program will be presented to the Board for approval at the January Board Meeting.

Ms. Cutler inquired if all of the counties allow non-profits to request funding for the TCDI program.

Mr. Seymour responded no, only in Philadelphia.

Ms. Cutler also commented that the issue of supporting tolling should be discussed before the Board.

10. Committee Reports

The following committee reports were distributed to the Board for their review:
(1) Planning Coordinating Committee/Regional Transportation Committee; and
(2) Transportation Operations Task Force.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:10 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for December 3, 2009
- (2) RCC Recommendations to the Board for October 22, 2009

Additional Documents Distributed to the Board:

- (1) Alert, November 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.