

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

Minutes of Meeting of February 25, 2010

Location: Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 9<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

### 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  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection

### Representative

Joyce Paul  
David A. Kuhn  
David Reiner  
David Mandelbaum  
Joanne R. Denworth  
James Mosca  
Diane Ellis-Marseglia  
Ronald Bailey  
John Pickett  
Kenneth Klothen  
Kenneth Hughes  
(not represented)  
Andrew Levecchia  
Charles Romick  
Donna Lewis  
(not represented)  
Rina Cutler  
Paul Redman  
(not represented)

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

(not represented)  
Linda Hayes

(not represented)  
(not represented)  
Aissia Richardson

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

(not represented)  
Thomas Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald Shanis, Charles Dougherty, John Ward, Elizabeth Schoonmaker, Patty Elkis, Karen Cilurso, Alison Hastings, Thomas McGovern, Candace Snyder, and Phyllis Robinson.

Guests

Pennsylvania Department of Transportation  
New Jersey Turnpike Authority

Linda Guarini (Dist. 6-0)  
Brian C. Wahler

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

Vice Chair David Mandelbaum called the meeting to order at 10:10 a.m. Vice Chair Mandelbaum welcomed two new representatives of the Board; Bucks County Commissioner Diane Ellis-Marseglia and David Reiner, New Jersey Governor's Authorities Unit.

Barry Seymour, Executive Director, announced the retirement of Charles Romick, Board representative from Gloucester County. Mr. Romick has worked for Gloucester County for 39 years and has served on the DVRPC Board for over 13 years.

Mr. Romick commented that it has been a pleasure working with the DVRPC Board and the DVRPC staff.

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of January 28, 2010**

On a Motion by Mr. Kuhn, seconded by Mr. Mosca, the minutes of the Board Meeting of January 28, 2010 were approved as distributed.

## 2. Transportation Improvement Program (TIP) Actions

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

### a. NJ10-44a: Tanyard Road Resurfacing and Safety Improvements (DB# D0808), Gloucester County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Tanyard Road Resurfacing and Safety Improvements (DB# D0808), and programming construction in FY10 (\$500,000 DEMO). Funding is provided by a \$500,000 2004 Appropriations Act earmark (DEMO ID #NJ 293).

This project was programmed in the FY2009 TIP, but was not authorized in time for the funding to be obligated during FY09 or during the "Transition Period". As a result, this project must be programmed in the FY2010 TIP in order to advance.

This project includes resurfacing and safety improvements such as signage, striping, guiderail replacement and crosswalk upgrades to Tanyard Road, from Barlow Avenue to Evergreen Avenue in the Township of Deptford, Borough of Woodbury Heights, and the City of Woodbury, New Jersey.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

### b. NJ10-44b: Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630, Reconstruction Project (DB# D0503), Gloucester County

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by adding a final design phase in FY10 (\$891,000 STP-STU) for, Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630, Reconstruction Project (DB# D0503). Funding will be provided by DVRPC, Future Projects Line Item (DB# D026).

Final design was programmed in the FY2009 TIP, but was not authorized in time for the funding to be obligated during FY09, or during the "Transition Period". As a result, final design must be programmed in the FY2010 TIP in order to advance.

This project will widen Egg Harbor Road for 2.5 miles between CR 635 & CR 654 from two lanes to a four lane highway, and may include an auxiliary lane for left turn movements at selected intersections. Significant shoulder widths will also be included. 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 Road. The roadway narrows down from a four-lane roadway to two with auxiliary lanes in this stretch of roadway.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding.

The TIP's current conformity finding will not be impacted by this modification 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 Actions NJ10-44a and NJ10-44b.

The Regional Citizens Committee (RCC) recommended approval of TIP Action NJ10-44a. The RCC did **not** recommend approval of NJ10-44b because of road widening. The RCC requests that all NJDOT projects, including those already in the TIP pipeline, adhere to NJDOT's newly implemented Complete Streets policy, and include a description regarding how the policy is applied to each project.

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

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

- (1) NJ10-44a, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Tanyard Road Resurfacing and Safety Improvements (DB# D0808), and programming construction in FY10 (\$500,000 DEMO).
- (2) NJ10-44b, NJDOT's request to modify the FY2010-2013 TIP for New Jersey by adding a final design phase in FY10 (\$891,000 STP-STU) for, Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630, Reconstruction Project (DB# D0503), drawing funds from DVRPC, Future Projects Line Item (DB# #D026).

**c. PA09-86a: Cowpath Road/Godshall Road/Broad Street Intersection Realignment Project (MPMS# 57864), Montgomery County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding pre-construction phases of a project back into the TIP, Cowpath Road/Godshall Road/Broad Street Intersection Realignment Project

(MPMS# 57864), and programming utility (\$50,000 State), right of way (\$640,000 State), and final design (\$500,000 State/\$500,000 Local) in FY10. Construction will continue to show in Later Fiscal Years (LFY). This programming will help advance this project to align with the Draft FY2011 TIP currently in development. Construction in the preliminary Draft FY2011 TIP is anticipated for approximately \$8.3 million.

This project was originally sponsored by Franconia Township, which has invested \$100,000 to complete all preliminary engineering phases of the project. The township has also invested an additional \$500,000 for completion of preliminary design for the intersection improvements and needs PennDOT's assistance in completing the project. PennDOT has agreed to take over and complete the project. The agreement includes Cowpath, Godshall and Broad Street roads within the township limits including bridges. The project will be let as design-build. A turnback-agreement between Franconia Township and PennDOT is in the process of being executed for this project.

A Safety Study Report investigated crashes over the period 2001 through 2003 and indicated thirty (30) crashes occurred within the proposed project limits over that period. Three of the accidents involved more than two vehicles. The report also determined that the actual accident rate per million vehicle miles in the three year period was 2.35. The report mentioned the re-alignment of the roadway will eliminate the existing double reverse curves along West Broad Street, as well as the poor skew of Cowpath Road at the intersections.

This project involves realignment of Godshall Road and West Broad Street in order to remove the offset that currently exists between the two roads and along the path of the state route. This project also includes widening to provide left turn lanes at all approaches and dedicated right turn lanes from Cowpath Road and from Godshall Road. Also, included is the addition of four foot shoulder and resurfacing near the limits of work of all approaches as the proposed vertical and horizontal alignments meet the adjacent existing alignments.

West Broad Street currently consists of 11 foot lanes with shoulders varying from 0-2 foot. The proposed design is comprised of 12 foot travel lanes, with 10 foot left turn lanes, a 12 foot right turn lane on the northbound approach and 4 foot shoulders. Cowpath Road currently consists of 11 foot lanes with shoulders varying from 0-2 foot. The proposed design is comprised of 12 foot travel lanes, with 10 foot left turn lanes, a 12 foot right turn lane on the westbound approach and 4 foot shoulders. In addition two existing bridge structures above Skippack Creek and tributary must be replaced.

Proposed pedestrian accommodations include a sidewalk along the west side of West Broad Street, cross walks and islands with associated hand/man pedestrian signals, and an additional sidewalk near the intersection along Godshall Road.

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

d. **PA09-86b: East Goshen Township Closed Loop Signal System Project (MPMS# 60703), Chester County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, East Goshen Township Closed Loop Signal System Project (MPMS# 60703), and programming utility (\$316,000 CMAQ) and construction (\$315,000 CMAQ) in FY10. This project was not carried over to the FY2009 TIP as it was anticipated to be authorized.

This project includes the installation of a closed loop signal system interconnecting six intersections on Paoli Pike from Airport Road to North Chester Road (PA 352).

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. This project will be included in subsequent regional emissions analysis as required by the current conformity rule.

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

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

- (1) PA09-86a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, Cowpath Road/Godshall Road/Broad Street Intersection Realignment Project (MPMS# 57864), and programming utility (\$50,000 State), right-of-way (\$640,000 State), and final design (\$500,000 State/\$500,000 Local) in FY10.
- (2) PA09-86b, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, East Goshen Township Closed Loop Signal System Project (MPMS# 60703), and programming utility (\$316,000 CMAQ) and construction (\$315,000 CMAQ) in FY10.

e. **PA09-86c: US 422, Sanatoga Interchange Ramp Improvements (MPMS# TBD), Montgomery County**

Limerick Township has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, US 422, Sanatoga Interchange Ramp Improvements (MPMS# TBD), and programming preliminary engineering in FY10 (\$150,000 Local) and FY11 (\$250,000 Local). The construction phase will also be locally funded. This project is being added to the TIP in order to have a PennDOT project manager assigned to this project.

This project is a local project which has a commitment of \$1,245,000 in local funding for the completion of the pre-construction phases. Limerick Township will be responsible for funding the construction costs associated with this project. The project is one of the townships highest transportation infrastructure priorities and will improve traffic circulation and create employment opportunities in Limerick Township and Montgomery County by constructing improvements to the existing ramps of the Sanatoga Interchange, which lies at the intersection of US 422 and Evergreen Road.

Financial constraint will be maintained as this project uses local funds provided by Limerick Township.

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

f. **PA09-87: District Structurally Deficient Bridges (MPMS# 88706), Various Counties**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new design project to the TIP, District Structurally Deficient Bridges (MPMS# 88706), and programming preliminary engineering in FY10 (\$4,000,000 State) to be used for a program of nine structurally deficient bridges. Construction will be evaluated once design is further along, and individual projects will be broken out at that time.

This project is a result of the District's ongoing inspection of all adjacent non-composite pre-stressed Concrete Box Beam bridges and the Central Office directive for development of the Bridge Program. The project includes superstructure replacement and other miscellaneous construction activities for the following nine structurally deficient bridges:

**1. Rehabilitation/Replacement of SR 4013 (Main Street) over SEPTA -**

The bridge carries Main Street over SEPTA in West Rockhill Township in Bucks County. The bridge was built in 1927 and is 137 feet long and has a deck area of 6,165 square feet. The bridge is a historic truss that is posted for 15/26 tons. The Average Daily Traffic (ADT) on the bridge is 9,112.

**2. Superstructure replacement of SR 2020 (Boot Road) over Amtrak,**

The bridge carries Boot Road over AMTRAK in West Whiteland Township in Chester County. The bridge was built in 1964 and is 162 feet long and has a deck area of 6,804 square feet. The bridge is a three span structure and the main span is a non-composite adjacent box beam. The existing bridge is posted for 29/33 tons and the current ADT is 11,319.

**3. Replacement of Eastbound SR 420 (Wanamaker Avenue) over Darby Creek -**

The bridge carries Wanamaker Avenue over Darby Creek in Tinicum Township in Delaware County. The bridge was built in 1930 and is 232 feet long and has a deck area of 8,352 square feet. The existing bridge is a fracture critical through girder; however, it is not weight restricted. The ADT on the bridge is 14,952.

**4. Superstructure replacement of SR 291 (Essington Avenue) over Crum Creek -**

The bridge carries Essington Avenue over Crum Creek in Eddystone Borough in Delaware County. The bridge was built in 1949 and is 96 feet long and has a deck area of 6,586 square feet. The existing bridge is not weight restricted. The ADT on the bridge is 10,497.

**5. Superstructure replacement of SR 663 (West King Street) over Manatawny Creek -**

The bridge carries West King Street over Manatawny Creek in the Borough of Pottstown in Montgomery County. The bridge was built in 1957 and 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 bridge is a non-composite adjacent box beam structure. The ADT on the bridge is 5,073.

**6. Removal of SR 1004 (Erie Avenue) over Conrail -**

The bridge carries Erie Avenue over an abolished Conrail line in Philadelphia County. The bridge was built in 1896 and is 103 feet long and has a deck area of 7,004 square feet. The bridge is not weight restricted. The ADT on the bridge is 19,594.

**7. Removal of SR 2003 (5<sup>th</sup> Street) over Conrail -**

The bridge carries 5<sup>th</sup> Street over an abolished Conrail line in Philadelphia County. The bridge was built in 1917 and is 145 feet long and has a deck area of 10,962 square feet. The bridge is not weight restricted. The ADT on the bridge is 14,687.



**8. Superstructure replacement of SR 30 (Girard Avenue) over CSX** - The bridge carries Girard Avenue over CSX in Philadelphia County. The bridge was built in 1890 and is 29 feet long and has a deck area of 2,891 square feet. The bridge is a non-composite adjacent box beam structure however, it is not weight restricted. The ADT on the bridge is 10,152.

**9. Rehabilitation of SR 1 (City Avenue) over SEPTA** - The bridge carries City Avenue over SEPTA's R-6 Cynwood line (adjacent to Bala Station) in Philadelphia County. The bridge was built in 1910 and is 62 feet long and has a deck area of 5,140 square feet. The bridge is not weight restricted. The ADT on the bridge is 24,617.

The design work for this group of bridges will be completed under several project specific consultant agreements. Construction will also be completed under separate contracts.

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

After favorable recommendation was received from the PCC/RTC and the RCC, for approval of TIP Actions PA09-86c and PA09-87, the Board unanimously adopted the following **motion**:

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

- (1) PA09-86c, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, US 422, Sanatoga Interchange Ramp Improvements (MPMS# TBD), and Programming preliminary engineering in FY10 (\$150,000 Local) and FY11 (\$250,000 Local).
- (2) PA09-87, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, District Structurally Deficient Bridges (MPMS# 88706), and programming preliminary engineering in FY10 (\$4,000,000 State).

**g. PA09-88: Geigel Hill Road (Bridge) Over Tincum Creek Bridge Replacement (MPMS# 13167), Bucks County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by deferring the FY10 construction phase (\$1,881,000 Act 44) of

Geigel Hill Road (Bridge) Over Tincum Creek Bridge Replacement (MPMS# 13167), to LFY (FY13), thereby technically deleting this project from the TIP. The project has not been dropped; however, the updated schedule indicates the project will not be ready to let until late FY12 or early FY13. This programming will be consistent with the proposed schedule of the preliminary draft FY2011 TIP currently in development.

This project includes the replacement of the existing pony truss bridge in Tincum Township, Bucks County. The structure carries Geigel Hill Road over the Tincum Creek and is located in the Ridge Valley Rural Historic District. The bridge is currently closed and is on the National Register. The proposed bridge will be a one lane 15 foot wide through girder on approximately the same alignment as now exists. The existing trusses will be attached as non structural members for an ornamental value. The Bridge is programmed to be "turned-back" to the Township upon the completion of the project. Roadway reconstruction will be limited to the minimum necessary for transition onto the existing bridge, with little or no roadway profile changes anticipated, and a 400 foot maximum for the limits of construction.

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

After favorable recommendation was received from the PCC/RTC and the RCC, to approve TIP Action PA09-88, the Board unanimously adopted the following **motion**:

**MOTION** by Ms. Denworth, seconded by Mr. Pickett, that the Board approve TIP Action PA09-88, PennDOT's request to amend the FY2009-2012 TIP for by deferring the FY10 construction phase (\$1,881,000 Act 44) of Geigel Hill Road (Bridge) Over Tincum Creek Bridge Replacement (MPMS# 13167), to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP.

**h. PA09-89a: County Line Road, US 202 to Stump Road, Widening Project (MPMS# 57623), Bucks County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of County Line Road, US 202 to Stump Road, Widening Project (MPMS# 57623), by \$11.972 million and programming in FY10 (\$2,603,000 State), FY11 (\$7,827,000 State), and FY12 (\$1,542,000 State). This project is one of the off-line project commitments to Bucks County as part of US 202 Section 700 Parkway.

Currently, this project is programmed for construction in FY12 (\$4,084,000 State), but this amount does not reflect the full cost of the project. The additional \$11.9 million is needed to increase the total cost of this project to reflect the updated construction cost estimate of \$16 million.

This project includes the widening of County Line Road from two to three lanes to five lanes with 5 foot shoulders between Doylestown Road and Stump Road in New Britain, Warrington and Montgomery Townships. The project length is approximately 2.1 miles. The project also includes intersection improvements, new traffic signalization at Summer Ridge/Horizon Drive and at the proposed 202 Parkway, and the addition of sidewalks at many locations in the project corridor. This section of County Line Road has experienced increased traffic congestion throughout the years and expected to continue with the emergence of residential and commercial properties in the area. The project may include the construction of three noise barriers and will include 71 partial right-of-way takes. Sound barriers will also be included for noise mitigation. Two buildings will be demolished by this project: the St. John Neumann cemetery office which is currently being relocated by the Archdiocese and a single home which is currently a rental property. This project will be coordinated with MPMS 64779.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project was included in the regional air quality conformity analysis.

i. **PA09-89b: Harbison Avenue/Aramingo Avenue Corridor Safety Improvement Project (MPMS# 17659), Philadelphia**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of Harbison Avenue/Aramingo Avenue Corridor Safety Improvement Project (MPMS# 17659), by \$8.6 million and programming in FY10 (\$2,725,000 CMAQ/\$753,000 STP/\$497,000 NHS/\$993,000 State) and FY11(\$1,400,000 CMAQ/\$2,250,000 State).

The original construction cost of this project was \$11.6 million; however, only \$7.6 million was programmed for this project in the FY2009 TIP. Currently, the project is ready to move forward, and this action will restore the project to the original cost estimate of \$11.6 million, as well as increase the construction phase by an additional \$4,618,000 million, which will be used to fund an additional 300 curb ramp upgrades to meet ADA requirements, milling and

overlay, base and pavement markings, as well as upgrades to traffic signals, countdown pedestrian signal heads video detection, pavement restoration, and construction materials.

This project includes the construction of 5.6 miles on Aramingo Avenue from York Street to Tacony Street and on Harbison Avenue from Tacony Street to Roosevelt Boulevard. Construction on Aramingo Avenue includes computerized traffic signal system at twenty (20) intersections including; solid state controllers, interconnect, overhead signal displays, re-striping; relocation of signal displays; actuation of selected side streets will be accomplished via video cameras; minor signal phasing modification; and addition of left turn lanes at selected intersections. Designated bicycle lanes will be provided and pedestrian accommodations will include hand/man signals and pedestrian timing. Construction on Harbison Avenue includes a computerized traffic signal system at fifteen intersections including; solid state controllers, interconnect, overhead signal displays and actuation of selected side streets will be accomplished via video cameras; construction of left turn lanes; upgrading of signal faces, and minor median modifications. Pedestrian accommodations will include hand/man signals and pedestrian timing.

This project is one of PennDOT's priorities as it is part of the Transportation Management Plan for the reconstruction of I-95, and as a relief route for incident management.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project was included in the regional air quality conformity analysis.

**j. PA09-89c: Route 322/Commodore Barry Bridge/I-95 2nd Street Interchange (MPMS# 57780), Delaware County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of Route 322/Commodore Barry Bridge/I-95 2nd Street Interchange (MPMS# 57780), by \$7 million and programming in FY10 (\$5,600,000 STP/\$1,400,000 State).

The additional \$7 million is required for the disposal of contaminated soil and liquids due to the discovery of contaminated soil at the work site and upgraded signs with clearview font, which were requested by FHWA, and additional longitudinal construction joints in the widened portions of the bridge, and the revised demolition cut line which was being shifted to the top of the fascia girder. Additionally, the contractor has committed to completion of Stage 1 and 2 of this project by December 31, 2010.

This \$135 million project is geared at improving access to and from the City of Chester and the waterfront area from I-95 and the Commodore Barry Bridge/US 322. The project will involve the partial widening of the Commodore Barry Bridge associated with the construction of a new on ramp and a new off ramp from the Commodore Barry Bridge/US 322 to S.R. 0291, Second Street, in the City of Chester. A new westbound on ramp from the intersection of S.R. 0291 and Tilghman Street to the Commodore Barry Bridge/US 322 will be provided. A new eastbound off ramp from the Commodore Barry Bridge/US 322 to S.R. 0291 and Jeffrey Street will be provided. Full depth joint replacements and bearing replacements will be constructed on the bridge through the limits of the bridge widening. Also included in the project are safety and drainage improvements, ramp lighting, guide signing upgrades and a new crosswalk and traffic beacons at the ramp termini with S.R. 0291.

This project is currently under construction and is scheduled to be completed in 2011.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project was included in the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA09-89a, PA09-89b, and PA09-89c.

The RCC recommended approval of TIP Actions PA09-89a, PA09-89b and PA09-89c. However, with regard to TIP Action PA09-89c, the RCC asks what the mechanism is for pursuing polluters to pay for the clean-up of contaminated land. If no such process exists, the RCC recommends that a process be developed. In an era of fiscal constraint, the public should not be required to take on the financial burden or rededicating contaminated land and water; it should be the polluters' responsibility.

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

**MOTION** by Mr. Pickett, seconded by Ms. Marseglia, that the Board approve the following TIP Actions

- (1) PA09-89a, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of County Line Road, US 202 to Stump Road, Widening Project (MPMS# 57623), by \$11.9 million and programming in FY10 (\$2,603,000 State), FY11 (\$7,827,000 State), and FY12 (\$1,542,000 State).

- (2) PA09-89b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of Harbison Avenue/Aramingo Avenue Corridor Safety Improvement Project (MPMS# 17659), by \$8.6 million and programming in FY10 (\$2,725,000 CMAQ/\$753,000 STP/\$497,000 NHS/\$993,000 State) and FY11 (\$1,400,000 CMAQ/\$2,250,000 State).
- (3) PA09-89c, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of Route 322/Commodore Barry Bridge/I-95 2nd Street Interchange (MPMS #57780), by \$7 million and programming in FY10 (\$5,600,000 STP/\$1,400,000 State).

**k. PA09-90: Rt. 202, Chester County ARRA Paving Project (MPMS# 86872), Chester County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase in FY10 (\$17M State) for Route 202, Chester County ARRA Paving Project (MPMS# 86872).

In February of 2009, this ARRA project was amended into the TIP for construction as part of the American Recovery and Reinvestment Act of 2009. Final design is now being added to the project in order to cover in-house design and relieve the burden on the District. This ARRA project will include mill and overlay on Route 202 from approximately 300 feet after Stanton Avenue to before the bridge structure at PA 100 Bypass in Chester County.

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

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

**MOTION** by Mr. Bailey, seconded by Ms. Cutler, that the Board approve TIP Action PA09-90, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase in FY10 (\$17,000 State) for Rt. 202, Chester County ARRA Paving Project (MPMS# 86872).

I. **NJ10-45: New Jersey Low Bid ARRA Savings Project: Route 68, North of Mt. Pleasant Road to South of Aaronson Road (MPMS# 10305), Burlington County**

NJDOT has requested that DVRPC approve a project that could be added to the FY2010-2013 TIP for New Jersey by shifting funds expected to be available from low-bid savings on projects initially selected for funding through the American Recovery and Reinvestment Act of 2009. Should funding be available, the request is to add a new ARRA project to the TIP, Route 68, North of Mount. Pleasant Road to South of Aaronson Road (MPMS# 10305), programming \$4,965,000 ARRA-DOT for construction in FY10.

NJDOT has developed a back-up plan in case there are remaining funds that need to be obligated before March 2, 2010, or if there are cost savings from low bids that result from contract adjustments after March 2, 2010 on ARRA projects.

One project in the DVRPC region has been identified to utilize the ARRA savings: Route 68, North of Mount Pleasant Road to South of Aaronson Road (MPMS# 10305), located in Mansfield Township of Burlington County. This project includes 3.8 miles of milling and overlay to either match the existing grade or provide a two to three inch increase in profile grade.

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

After favorable recommendation was received from the PCC/RTC and the RCC, that the Board approve TIP Action NJ10-45, the Board unanimously adopted the following **motion**:

**MOTION** by Ms. Paul, seconded by Mr. Levecchia, that the Board approve TIP Action NJ10-45, NJDOT's request to approve a project that could be added to the FY2010-2013 TIP for New Jersey should funds be available. The new ARRA project, which would be added, to the TIP; Route 68, North of Mount Pleasant Road to South of Aaronson Road (MPMS# 10305), programming \$4,965,000 ARRA-DOT for construction in FY10.

Mr. Seymour mentioned, as an information item, that a TIP administration action in New Jersey was approved to shift \$2 million in available funding to begin construction of a two mile piece of the 40 mile long Delaware River Heritage Trail project in Burlington County.

### **3. Approval of the FY 2010 Project Selection for the Transportation and Community Development Initiative (TCDI) Program**

Karen Cilurso, DVRPC Senior Planner, Office of Smart Growth, 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 Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 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.

In 2010, 80 new project applications were received for TCDI funding from over 60 different municipalities throughout the nine counties. The funding requests totaled \$3.1 million in Pennsylvania and \$1.5 million in New Jersey. TCDI Review Committees for each state representing the DVRPC counties, state agencies, non-profit organizations, and academic representatives reviewed the projects and selected funding priorities for the FY 2010 round. The final list of recommended projects was distributed to the Board for their approval.

Funding for Round 6 (FY 2010) program funding includes: \$620,000 FY 2009 federal highway funds with \$155,000 local match from the Pennsylvania TIP for projects; \$100,000 annually from the Pennsylvania Transportation and Land Use Planning Initiative for program administration; \$1 million FY 2009 federal highway funds with \$250,000 local match from the New Jersey TIP for projects; \$80,000 federal highway funds annually from the New Jersey TIP for program administration.



Rina Cutler, City of Philadelphia, commented that the program currently allows Community Development Corporations within the City of Philadelphia to apply for funding. The City will be sending a formal letter indicating that they wish for this policy to change and that only the City of Philadelphia be eligible to apply.

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 Ms. Cutler, that the Board approve the list of recommended FY 2010 TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

4. **Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks and Chester Counties**

Patty Elkis, DVRPC Associate Director, Planning Division, Comprehensive Planning Unit 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 assessments 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, as well as some grants. PENNVEST has forwarded two applications to DVRPC to review for consistency with the long range plan *Connections - The Regional Plan for a Sustainable Future*. The following funding applications have been requested:

**Chester County**

*Pennsylvania American Water Company - Rock Run Water Treatment Plant Expansion.* This project involves an upgrade and expansion to the Coatesville District's Rock Run Water Treatment Plant, located in West Caln Township. Pennsylvania American is requesting \$19,873,000 from PENNVEST to replace aging plant equipment, provide for needed capacity, and enable the plant to meet drinking water regulations. The plant serves all or portions of Atglen Borough, Caln Township, Coatesville City, East Fallowfield Township, Parkesburg Borough, Sadsbury Township, South Coatesville Borough, Valley Township, West Caln Township, and West Sadsbury Township in Chester County, as well as all or portions of five municipalities in Lancaster County. This service area serves 35,800 people and is known as the Coatesville District.

The current facility was constructed in the early 1970s and is permitted for five million gallons per day (gpd). The proposed upgrade to seven million gpd is sized to meet the projected growth, including economic development, within the service area over the next 12 years. Other plant improvements are geared to resolve deficiencies in the current plant in order to reliably meet drinking water requirements into the future.

This application was reviewed by DVRPC last June, 2009, as one of 46 projects submitted to PENNVEST under the ARRA program. It was not funded in that round and has been re-submitted.

### **Bucks County**

*Aqua Pennsylvania - Neshaminy Pretreatment and Residuals Upgrades Project.* The Neshaminy Water Treatment plant is located in Middletown Township and uses conventional filtration to treat water from the Neshaminy Creek. The treatment facilities have undergone numerous upgrades since originally constructed and have a design capacity of 15 million gallons per day. Aqua is requesting \$19.9 million for modifications to the plant that will increase protection against potential health hazards, improve water efficiency, and improve residuals treatment and volume reduction. These improvements are needed to correct problems and to ensure that safe and adequate drinking water is available to meet the needs of current and future residential, commercial and industrial customers in the communities served. They will also improve water efficiency by reducing energy requirements for raw water pumping and by recycling of supernatant and pressate from the residuals handling facilities to the influent of the plant, thereby improving the net water efficiency of the entire plant operation.

*PA American WTP Rock Run Project* - This project improves the environment and economic development in certain identified centers (Coatesville and Parkesburg), supporting the following policies listed in DVRPC's long-range plan:

- Restore and maintain the existing infrastructure in identified centers;
- Target infrastructure expansions to manage growth, curtail sprawl and encourage a more sustainable, center-based regional development pattern.

However, this project may facilitate growth in areas designated as Rural Conservation Lands on the *Connections* Land Use Plan map. New service should be limited to areas designated for growth on regional, county and local plans, and should not service areas designated for rural and agricultural preservation.

By serving only areas designated for growth on regional, county and local plans, this project is consistent with *Connections - The Regional Plan for a Sustainable Future*.

*Aqua PA Neshaminy Pretreatment and Residuals Upgrades Project* - This project upgrades infrastructure in an existing developed area of the region - Middletown Township and surrounding developed communities/mature suburbs and several identified centers in eastern Bucks County, thereby supporting the following Plan policies:

- Restore and maintain the existing infrastructure in identified centers;
- Target infrastructure expansions to manage growth, curtail sprawl and encourage a more sustainable, center-based regional development pattern.

In addition, this project includes improvements to the energy efficiency of the water treatment plant, supporting the Connections policy:

- Reduce greenhouse gas emissions by 50% by 2035 compared to 2005 by providing services with less energy.

This project is therefore considered consistent with the *Connections* Plan.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommended that the Board approve the PENVEST funding applications. Regarding the Pennsylvania American Water Company Rock Run Water Treatment Plant expansion project in Chester County, the RCC requests that new service should be limited to areas designed for growth on regional, county, and local plans, and should not service areas designated for rural and agricultural preservation.

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

**MOTION** by Ms. Denworth, seconded by Mr. Bailey, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding applications for Chester and Bucks Counties are consistency with the *Connections* Plan.

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

Aissia Richardson, RCC Chair, reported the activities from the RCC Meeting of February 16, 2010.

The RCC requests that there be a standardized format for all TIP project descriptions that includes a consistent list of information related to bicycle and pedestrian improvements in an effort to endorse and implement a Complete Streets

policy. The RCC also discussed the accountability of RCC members who attend other DVRPC meetings. It would be helpful if those members share that meeting information with the entire RCC membership and follow up with DVRPC staff so members can be involved with the decision-making process.

Presentations made at the RCC meeting were as follows: (1) Toni-Crawford-Major, Southeast Regional Director for the Pennsylvania Department of Community and Economic Development (DCED), presented an overview of her agency and its programs; (2) Chris King, DVRPC Senior Transportation Planner, presented DVRPC's *Intelligent Transportation Systems (ITS) Activities and Regional Integrated Multi-Modal Information Sharing Project (RIMIS) Update*; (3) Gregory Krykewycz, DVRPC Senior Transportation Planner, presented *Mercer County Bikeability Map*.

## **6. Greater Philadelphia's Regional Food System Plan**

Alison Hastings, DVRPC Senior Environmental Planner, Office of Environmental Planning, presented to the Board the findings of the study for the *Greater Philadelphia Regional Food System Plan* (made available for Board review).

The Food System Planning components consist of the objective study in year 1, the planning process in year 2, and implementation in year 3. Throughout the three years partnerships will be developed with the William Penn Foundation and Dodge Foundation to build the regional food system, make Greater Philadelphia more economically competitive, and implement our vision.

The Food System study was organized in four distinct parts: (1) agricultural resources; (2) food distribution; (3) food economy; and (4) food system stakeholder's analysis. The study reached out over 100 geographical miles (100 mile food shed) from each 70 counties and five states. To capture all the different elements of the food system, over 100 stakeholder surveys were taken which included farmers, food producers, non-profits, government agencies, port services, distributors, and industry representatives. DVRPC also worked with the Pennsylvania and New Jersey State Departments of Agriculture, as well as the Departments of Environmental Protection.

The findings of the study revealed that the Food shed's food supply cannot meet the needs of the Greater Philadelphia's population and cannot rely on one area for food supply. Food will become a bigger part of the economy and access to food will become a bigger concern for everyone, regardless of income. Strong ties and geographic access to local food will become a competitive advantage and if we want systemic change, we need many actors taking actions. While local is not

necessarily better, it will become even more important. The Stakeholder Committee is discussing a vision for the future so that we become producers instead of consumers. DVRPC will work to identify indicators to measure the food system and present recommendations to the Stakeholder Committee for review.

The William Penn Foundation Food System Funding Initiative consists of three phases of grant funding: (1) Local Food Economy Leadership Awards; (2) selected initiatives and opportunities; and (3) competitive RFP implementing key recommendations for DVRPC Food System Plan.

Ms. Hastings concluded that DVRPC's regional effort is lining up with the initiatives being supported by the Federal Government such as Michele Obama's strategy on childhood obesity.

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

### **a. HUD-DOT-EPA Partnership**

Mr. Seymour updated the Board on the HUD-DOT-EPA Partnership. HUD has announced the funding availability for a specific grant program that is targeted towards regional planning and HUD has an interest in tying together transportation, land use, and housing. This is a great opportunity for the region since the existing DVRPC Long Range Plan has already developed strategies for transportation, land use, and housing. DVRPC will begin reaching out to various partners for a meeting to discuss a scope to apply for this grant program.

### **b. Stimulus II**

Mr. Seymour reported the Senate has passed a bill which will extend the SAFETEA-LU program to end of calendar year 2010. Also, \$20 billion has been transferred from the SAFETEA-LU General Fund to the Transportation Trust Fund and extended the end of 2010. No action yet by the House.

Mr. Seymour added that the Federal Highway Administration announced the TIGER grant awards. Of the 15 applications submitted from this region (Pennsylvania and New Jersey), one grant was given to the City of Philadelphia for trail projects. There will be a second round of TIGER grants in the amount of \$600 million.

c. NARC Policy Conference

Mr. Seymour reported the NARC Policy Conference was interesting in that the discussions dealt with regional scale initiatives.

d. Scudder Falls Bridge

Mr. Seymour reported that a meeting was held with the Delaware River Joint Toll Bridge Commission to discuss the proposal to rebuild the Scudder Falls Bridge. The project has been in the design phase for a long time; however, the most significant change is that the Commission has now proposed tolling the bridge which is now free.

e. Breaking Ground Conference

On March 17, 2010, DVRPC will host a conference entitled: *Breaking Ground Building Livable Communities in Greater Philadelphia* (brochure distributed to Board) at the Union League in Philadelphia. The one-day workshop is designed for local planning partners, practitioners, developers, and decision-makers on creating livable communities.

f. FY 2011 Study and Development Program

Mr. Seymour reported that a letter was sent to James Simpson, Acting Commissioner, NJDOT, with regard to the FY 2011 Study and Development Program. As an attachment to that letter DVRPC provided a table listing the Study and Development projects identified through the management systems and the involved counties as part of the New Jersey Project Identification and Prioritization task.

g. Reinventing Older Communities Conference

The Federal Reserve has asked DVRPC to help promote a conference which will be held in May entitled *Reinventing Older Communities* (brochures made available to the Board).

**9. Committee Reports**

The activities from the following committees were reported as follows:

a. Planning Coordinating Committee/Regional Transportation Committee

Donald Shanis, DVRPC Deputy Executive Director, reported the PCC/RTC activities were reported under the corresponding Board action items.

b. Regional Safety Task Force

John Ward, DVRPC Associate Director, Planning Division, Intermodal Planning Unit, reported the activities from the Regional Safety Task Force meeting held on February 2, 2010. PennDOT, District 6 provided highlights from their Safety Summit held in December 2009 and a special panel presented and discussed *Reducing Crashes by Improving the Design and Operations of Intersections in the DVRPC Region*. Staff gave an update on the security planning report and Mr. Ward mentioned that Joe Ucciferro, Chairman of the National Safety Council, was a guest and shared information on the 98-year old organization and its goals.

c. Transportation Operations Task Force Meeting

Mr. Ward reported that the Transportation Operations Task Force met on February 22, 2010 at DVRPC. NJDOT reported on the updates to their 511 program and reported that they have put together a task force to evaluate how to increase safety for NJDOT personnel responding to incidents on highways. PennDOT reported that Intelligent Transportation System deployment projects are occurring along the length of I-95. The Delaware River Port Authority reported that the re-decking project on the Walt Whitman Bridge will begin in May 2010. The Pennsylvania Turnpike Commission is still working towards Open Tolling along I-80.

The following presentations were presented at the meeting: (1) PATCO's Communication with its Transit Riders; (2) SEPTA's website and Customer Communications; and (3) New Jersey Transit's newly designed website.

**10. One Minute Reports**

Rina Cutler, City of Philadelphia, reported that the William Penn Foundation provided a grant for a study on bicycle sharing. The report is now available on the Bicycle Coalition website. Although there may be some significant financial challenges for this program, the report concludes that there may be a viable market for bicycle sharing in the city.

Ms. Cutler also mentioned that within the last two weeks the New York Times has been reporting on the topic of infrastructure and that she has provided a report to them on the I-95 Corridor.

## **OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

Diane Ellis-Marseglia, Bucks County Commissioner, inquired as to when the Job Access and Reverse Commute (JARC) Program would be presented to the Board for action.

Richard Bickel, DVRPC Director, Planning Division, responded that the JARC Program is scheduled to be approved by the Board at its March 25, 2010 meeting.

There being no further business, the meeting was adjourned at 12:15 p.m.

### Attachments:

- (1) PCC/RTC Recommendations to the Board for January 28, 2010
- (2) RCC Recommendations to the Board for January 28, 2010

### Additional Documents Distributed to the Board:

- (1) Alert, January 2010

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