

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of July 22, 2010

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

Membership Present

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

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

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

Representative

Joyce Paul  
David Kuhn  
Johanna Jones  
David Mandelbaum  
Joanne Denworth  
James Mosca  
Diane Ellis-Marseglia  
Carol Aichele  
Thomas Shaffer  
Joseph Hoeffel  
Kenneth Klothen  
Carol Ann Thomas  
Andrew Levecchia  
Richard Westergaard  
Donna Lewis  
William Payne  
Steve Buckley  
(not represented)  
(not represented)

Sandra Brillhart  
Keith Lynch  
  
(not represented)  
(not represented)  
  
(not represented)  
(not represented)

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

Byron Comati  
Lou Millan  
(not represented)  
Kevin Gallagher  
Linda Hayes  
(not represented)  
  
Ronald Bednar  
(not represented)  
Aissia Richardson

#### DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Thomas Jennings  
Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, John Ward, Sean Greene, Alison Hastings, Suzanne McCarthy, Candace Snyder, Phyllis Robinson, and Jean McKinney.

#### Guests

Pennsylvania Department of Transportation  
New Jersey Department of Transportation  
Montgomery County  
Federal Highway Administration (PA Division)  
Southeastern Pennsylvania Transportation Authority

Chuck Davies  
Sue Piqua  
Kenneth Hughes  
Camille Otto  
Catherine Popp-McDonough  
Robert Lund  
Brian Wahler

New Jersey Turnpike Authority  
Cross County Connection Transportation  
Management Association  
Swamp Road Residents Group, Bucks County  
Newtown Township Traffic Committee

William Ragozine  
Moe Sood  
Joanne Birtliff-Ritchie

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

Chair Joseph M. Hoeffel called the meeting to order at 10:05 a.m. Commissioner Hoeffel stated that he anticipates a good year in moving forward with an emphasis on the regional responsibilities and capabilities of the MPO.

#### **Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of June 24, 2010**

On a Motion by Ms. Thomas, seconded Mr. Levecchia, the minutes of the Board Meeting of June 24, 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. PA09-108: Stone Arch Rehabilitation (Group F) (MPMS# 89018), Chester and Delaware Counties**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP and programming construction in FY10 (\$2,274,000 Bridge/\$569,000 State) and FY11 (\$3,646,000 Bridge/\$911,000 State) for Stone Arch Rehabilitation (Group F) (MPMS #89018), as part of PennDOT's Accelerated Bridge Program.

In response to the failure of several historic stone masonry bridges, action is being taken to address existing stone arch structures. This project involves the rehabilitation of the following nine stone arch bridges in Chester and Delaware counties that are structurally deficient and require immediate repair to preserve their structural integrity and enhance safety and protection of the public:

**1. SR 1028 Pughtown Road over Branch of French Creek, Chester County**

The Masonry Arch Bridge carries Pughtown Road over branch of French Creek in East Vincent Township. The bridge is 14 feet long and has a deck area of 287 square feet. Rehabilitation elements include concrete fill over barrel, moment slab with concrete core parapets, and reset spandrel wall and barrel stones.

**2. SR 1036 Valley Park Road over Unnamed Tributary to the Schuylkill River, Chester County**

This bridge carries Valley Park Road over a tributary to the Schuylkill River. The bridge is 11 feet long and has a deck area of 275 square feet. Rehabilitation elements include concrete fill over barrel, moment slab with concrete core parapets, and extension of wing walls to minimize erosion.

**3. SR 2026 Sugartown Road over Branch of Darby Creek, Chester County**

This bridge carries Sugartown Road over a branch of the Darby Creek. The bridge is 16 feet long and has a deck area of 352 square feet. Rehabilitation elements include concrete fill over barrel, moment slab with concrete core parapets, and rock protection and guiderail addition.

**4. SR 3016 Hopewell Road over Branch of Tweed Creek, Chester County**

This bridge carries Hopewell Road over a branch of Tweed Creek. The bridge is 10 feet long and has a deck area of 245 square feet. Rehabilitation elements include concrete fill over barrel, moment slab with Type 10 barriers, and extension of wing walls to minimize erosion.

**5. SR 3049 Brandywine Creek Road over Buck Run and Doe Run, Chester County**

This bridge carries Brandywine Road over Buck Run and Doe Run. The bridge is 68 feet long and has a deck area of 1,272 square feet. Rehabilitation elements include concrete fill over barrel, and bituminous pavement.

**6. SR 3049 Brandywine Creek Road over Buck Run and Doe Run, Chester County**

This bridge carries Brandywine Road over Buck Run and Doe Run. The bridge is 70 feet long and has a deck area of 1,470 square feet. Rehabilitation elements include scour protection, beam end repairs, back wall reconstruction, and painting and improving traffic safety features.

**7. SR 4006 Washington Road over Culbertson Run, Chester County**

This bridge carries Washington Road over Culbertson Run. The bridge is 39 feet long and has a deck area of 780 square feet. Rehabilitation elements include concrete fill over barrels, moment slab with concrete core parapets, and rebuilding wing walls and improving traffic safety features.

**8. SR 4011 Swinehart Road over Beaver Creek, Chester County**

This bridge carries Swinehart Road over Beaver Creek. The bridge is 14 feet long and has a deck area of 347 square feet. Rehabilitation includes concrete fill over barrels, and moment slab with Type 10 barriers and channel floor repairs.

**9. SR 2006 MacDade Boulevard over Ridley Creek, Delaware County**

This bridge carries MacDade Boulevard over Ridley Creek. The bridge is 187 feet long and has a deck area of 9,911 square feet. Rehabilitation elements include floorbeam strengthening and repair of deteriorated cantilevered brackets, and concrete columns and arch ribs.

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 Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC), the Board unanimously adopted the following **motion:**

**MOTION** by Ms. Aichele, seconded by Mr. Payne, that the Board approve TIP Action PA09-108, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP and programming construction in FY10 (\$2,274,000 Bridge/\$569,000 State) and FY11 (\$3,646,000 Bridge/\$911,000 State) for Stone Arch Rehabilitation (Group F) (MPMS #89018), as part of PennDOT's Accelerated Bridge Program.

**b. PA09-109a: Lehigh Avenue East Signal Modernization Project (MPMS #57893), Philadelphia**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase in FY10 (\$168,000 CMAQ/\$42,000 Local) for Lehigh Avenue East Signal Modernization Project (MPMS# 57893), as the project is ready to advance to final design. The project is already programmed for approximately \$7 million construction in both the current FY2009 and Draft FY2011 TIP for PA.

This project includes the modernization of signals at 23 intersections along Lehigh Avenue between Broad Street and Richmond Street with new traffic signal mast arms and new conduit. The signalized intersections will also be interconnected with fiber optic cable. This proposed work will require minor curb and sidewalk replacement and the installation of underground concrete mast arm foundations at some of the intersections. There will also be minor trenching in the intersections for the installation of underground conduits and cable.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this modification as this project has already been included in the regional air quality analysis.

**c. PA09-109b: Quakertown Joint Closed Loop Signal System Project (MPMS #57635), Bucks County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase in FY10 (\$88,000 STP/\$22,000 State) to Quakertown Joint Closed Loop Signal System Project (MPMS# 57635), in order to accommodate ADA ramps, which will be added to the existing project scope. The construction phase is already included in both the current FY2009 and Draft FY2011 TIP for PA.

This project includes the installation of a straight-forward closed loop system for 15 existing signalized intersections and one proposed signalized intersection along Route 309, California Road, and Main Street, as well as the construction of ADA ramps. The limits of this project include Route 309, from West Pumping Station Road to Tollgate Road and Hickory Drive, and at the intersections of Route 663 and California Road, East Pumping Station Road and West Pumping Station Road and Main Street, and from Park Avenue to Richland Crossing Shopping Center driveway.

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

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

**MOTION** by Ms. Ellis-Marseglia, seconded by Mr. Mandelbaum, that the Board approve the following TIP Actions:

TIP Action PA09-109a, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase in FY10 (\$168,000 CMAQ/\$42,000 Local) for Lehigh Avenue East Signal Modernization Project (MPMS# 57893); and

TIP Action PA09-109b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase in FY10 (\$88,000 STP/\$22,000 State) for Quakertown Joint Closed Loop Signal System (MPMS# 57635).

**d. NJ10-33: Laurel Springs Streetscape Improvement Project (DB #D0901), Camden County**

The Borough of Laurel Springs has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Laurel Springs Streetscape Improvements Project (DB# D0901), and programming \$383,000 DEMO in FY10 for construction. The DEMO funds will be provided by a SAFETEA-LU Earmark (Fed ID# 1642, NJ ID# 182). Any additional funds required to complete the project will be provided locally.

The construction phase of this project was programmed in the FY2009 TIP, but was not authorized within the allotted time frame. The approval of this action will enable the Borough of Laurel Springs to request NJDOT and FHWA approval to advertise this project for construction.

The downtown Laurel Springs area has deteriorated and is in need of improvements in order to improve the appearance, provide a sense of place, and encourage economic and community development. This project will include streetscape improvements such as curbs, sidewalks, stormwater drainage, landscape and lightning improvements along Stone Road, West Atlantic Avenue, and East Atlantic Avenue in Laurel Springs, and will be managed by the borough. The preliminary engineering and final design phase was completed by the Borough of Laurel Springs in 2008. Construction is estimated to be completed in FY2011.

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 the regional air quality analysis.

**e. NJ10-32: Pedestrian and Bicycle Facilities and Street Lighting in Haddon Heights (DB #D0905), Camden County**

The Borough of Haddon Heights has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by programming a final design phase for the Pedestrian and Bicycle Facilities and Street Lighting in Haddon Heights (DB #D0905), in FY10 (\$25,000 DEMO), Additionally, decreasing the \$277,000 DEMO construction phase by \$25,000 DEMO in order to provide funding for the final design phase. \$252,000 DEMO will be shifted to FY11 and is expected to fully cover the construction cost. Funding for this project will be provided by a \$277,766 SAFETEA-LU Earmark (NJ ID# 174, FED ID# 1386).

This project was programmed for final design in the FY2009 TIP, but the phase was not obligated within the allotted time frame. This project implements some

of the recommendations from a DVRPC safety study titled "Taming Traffic along East Atlantic Avenue" which was completed in 2008. The project will include the construction of sidewalks, curbs, handicapped ramps, crosswalks, decorative benches, street trees, and decorative light poles and fixtures at the following six locations: East Atlantic Avenue from Garden Street to High Street; East Atlantic Avenue at Stanfill Towers Sr. Apartments; East Atlantic Avenue at Green Street; West Atlantic Avenue from High Street to the Water Company property; West Atlantic Avenue from Lippincott Lane to the South end of the Sports Complex; Lippincott Lane from 7th Avenue to West Atlantic Avenue. It will also include bicycle racks in the sports field.

The completion of this project would provide for the connection of the Station Avenue business district with the newly completed Kings Run Age Restricted Housing Project located on East Atlantic Avenue at High Street. This project would also provide for safe pedestrian access to and from the West Atlantic Avenue Sports Field located at the border of Barrington, which currently has no sidewalks.

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 modification as this project is exempt from the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC, that the Board approve TIP Actions NJ10-33 and NJ10-32.

The RCC recommended approval of TIP Action NJ10-32, however, did **not** recommend approval of TIP Action NJ10-33 due to the project's DEMO funding status.

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

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

TIP Action NJ10-33, the Borough of Laurel Springs's request to amend the FY2010-2013 TIP for New Jersey by adding DEMO project back into the TIP, Laurel Springs Streetscape Improvements Project (DB #D0901), and programming \$383,000 DEMO in FY10 for construction; and

TIP Action NJ10-32, the Borough of Haddon Heights's request to modify the FY2010-2013 TIP for New Jersey by programming a final design phase for Pedestrian and Bicycle Facilities and Streetlighting in Haddon Heights (DB #D0905), in FY10 (\$25,000 DEMO), Additionally,



decreasing the \$277,000 DEMO construction phase by \$25,000 DEMO in order to provide funding for the final design phase. \$252,000 DEMO will be shifted to FY11, and is expected to fully cover the construction cost.

**f. PA09-110: Chester Waterfront Rail Crossings--Townsend (MPMS #90620), Delaware County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new railroad crossing project to the TIP, Townsend Avenue Grade Crossing (MPMS# 90620), and programming \$277,000 Statewide Discretionary Economic Development funds for construction, acknowledging a toll credit match, in FY10.

Action was taken in May 2010 to add four Chester Waterfront Rail Crossing projects to the TIP: (1) Highland Avenue Grade Crossing (MPMS# 90473) - \$467,000; (2) Flower Street Grade Crossing (MPMS# 90477) - \$607,000; (3) Norris Street (1) Grade Crossing (MPMS# 90478) - \$251,000, and (4) Norris Street (2) Grade Crossing (MPMS# 90480) - \$175,000, funded with \$1.5 million Statewide Discretionary Economic Development Funding, additional funds to the region. Since then, the City of Chester was able to fund an additional grade crossing with a portion of the \$1.5 million Statewide Discretionary Economic Development funding, in addition to the four crossings that were added in May 2010. Funding for these four rail crossing projects will now be reprogrammed to reflect the following in order to accommodate the Townsend Grade Crossing project: (1) Highland Avenue Grade Crossing (MPMS# 90473) - \$310,000; (2) Flower Street Grade Crossing (MPMS# 90477) - \$300,000; (3) Norris Street (1) Grade Crossing (MPMS# 90478) - \$269,000, and (4) Norris Street (2) Grade Crossing (MPMS# 90480) - \$344,000.

The Townsend Avenue Grade Crossing improvement will help facilitate and accelerate the Chester Waterfront Redevelopment Project, a \$47 million effort to revitalize and redevelop the City of Chester. The rail crossing improvement project will include pavement repair, the upgrade to gates and flashers, pedestrian gates and access points, and curbing and roadway markings, and is ready to advance to construction.

Financial constraint will not be impacted by this amendment as Statewide Discretionary Economic Development funds are additional funds to the region. Cost adjustments will occur to the four previous approved crossings in order to accommodate the Townsend Crossing.

The TIP's current conformity finding will not be impacted by this modification 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. Payne, seconded by Mr. Shaffer, that the Board approve TIP Action PA09-110, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new railroad crossing project to the TIP, Townsend Avenue Grade Crossing (MPMS# 90620), and programming \$277,000 Statewide Discretionary Economic Development funds for construction, acknowledging a toll credit match, in FY10. Further, reprogram the following: (1) Highland Avenue Grade Crossing (MPMS# 90473) - \$310,000; (2) Flower Street Grade Crossing (MPMS# 90477) - \$300,000; (3) Norris Street (1) Grade Crossing (MPMS# 90478) - \$269,000, and (4) Norris Street (2) Grade Crossing (MPMS# 90480) - \$344,000.

**3. Adoption of the DVRPC FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania**

Ms. Schoonmaker explained to the Board that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP.

Every other year, DVRPC develops a TIP that covers the Pennsylvania portion of the region. The New Jersey portion is typically updated every year, but this year NJDOT will instead extend the life of the current FY2010 four year TIP and keep it in effect into FY11.

Work began in August, 2009, on the development of the FY2011-2014 TIP for Pennsylvania. DVRPC and PennDOT held a joint public meeting last summer to gather input for the PA transportation program, and the Pennsylvania Subcommittee of the RTC has worked to develop a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice. For the first time this year, the DVRPC Pennsylvania TIP provides an 8-12 year programming horizon to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many major projects that are currently planned and underway. There is also an "Illustrative List" of unfunded projects, almost all of which have been included in the TIP in previous years, but which cannot advance to construction within the next four years unless additional funds are made available to the region. The recent federal decision not to

allow tolling on I-80 in Pennsylvania as a component of the "Act 44" state funding legislation will have a significant impact on the region. Highway and bridge resources have been reduced by a minimum of \$57 million annually (plus more for specially selected projects) in the DVRPC region, and SEPTA's loss of \$110 million annually equals a 25% reduction in annual capital budget funds. For the Pennsylvania DVRPC region this translates into a loss of almost \$725 million for transportation infrastructure investment over four years.

The Draft FY2011-2014 TIP (distributed to the Board) for the Pennsylvania portion of the region contains almost 400 projects worth \$2.9 billion (an average of \$725 million per year), including over \$1.6 billion for projects primarily addressing the highway system and over \$1.3 billion for transit projects for SEPTA, DRPA/PATCO, and Pottstown Urban Transit.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality.

The Draft TIP document was made available for public review during a 30-day period which ended on June 30, 2010. Legal notices explaining the public comment process were published in the *Inquirer*, *Courier-Post*, and the *Tribune*. Media releases were issued prior to the start of the public comment period. Notices were also sent to over 2,000 individuals and organizations, as well as emails to various DVRPC affiliated groups, and many organizations provided the link to DVRPC's Draft TIP website. All TIP related documents were published on the Internet and copies were placed at major public libraries in New Jersey and Pennsylvania, and printed documents were distributed to many stakeholders. DVRPC held a public meeting in its offices to give the public the opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff.

DVRPC's website played a vital part in our public outreach effort. A new web-based public commenting application at <http://www.dvrpc.org/tip/> was developed and implemented to make it convenient for the public with internet access to send comments directly to DVRPC about the program, and there is also a special e-mail address to use: [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). The Draft TIP document and other related documents were placed on our website along with dates and locations of the public meetings, locations of libraries where the document is displayed, and general information about the TIP and how it was developed.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of

the public comment period and the public meeting to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, the welfare-to-work community, and other citizens.

Almost 150 individuals or agencies provided written comments (distributed to the Board) on the TIP. The recommended changes to the Draft program was also distributed to the Board, based on comments received.

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

DVRPC's Draft conformity analysis of the 2035 Connections, *The Regional Plan for a Sustainable Future* transportation plan and the Draft FY2011 TIP for Pennsylvania and the FY2010 TIP for New Jersey was also available for public comment through June 30, 2010.

Favorable recommendation was received from the PCC/RTC.

The RCC is greatly encouraged by the unusually strong public interest in the TIP and the consequent large number of public comments made. The RCC supports a large portion of the TIP as stated except for the items noted in the RCC recommendations to the Board for July 22, 2010 (attached as part of these minutes).

Byron Comati, SEPTA, commented that several SEPTA regional rail stations mentioned in the RCC's comments are earmarks and, therefore, have to be funded.

Aissia Richardson, RCC Chair, asked Mr. Comati if SEPTA would be willing to present the regional rail garage issues to the RCC at one of their meetings.

Moe Sood, The Swamp Road Residents Group (SRRG), Bucks County, stated that this group is opposed to the reconstruction of the existing bridge and culverts on Swamp Road at Penns Wood Road (project MPMS #64781 in the TIP).

The SRRG requests that the project be removed from the TIP list as this reconstruction would exacerbate the existing unsafe traffic conditions on the road for a large number of people including residents, college students and college faculty. Instead, the SRRG recommends traffic calming measures and lower speed limits to make the road safer to enter and cross.

Mr. Sood added that in conversation with Commissioner Ellis-Marseglia, Bucks County and Chuck Davies, PennDOT, a compromise was reached to enhance the safety of Swamp Road.

Barry Seymour, Executive Director, commented that the funding for this project, at present, is for design and not for construction. The project will be revisited again to address any citizen concerns for construction.

Joanne Birtliff-Ritchie, member of the Newtown Township Traffic Committee and the Joint Traffic Committee expressed the many concerns the residents have with Swamp Road. The main concern is access to the Road. It is extremely difficult to pull into the road and difficult to cross the Road because of the speed of the traffic. The residents are concerned that the reconstruction of the existing bridge and culverts would only encourage higher speeds.

Mr. Davies commented that many good ideas and recommendations from the residents are being considered and will be considered before this project moves forward to construction.

Commissioner Ellis-Marseglia added that she and her fellow commissioners are concerned with the Swamp Road issue, however, the reconstruction of the bridge is needed. The commissioners will continue to work with PennDOT and the residents on the safety of the road.

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

**MOTION** Ms. Denworth, seconded by Mr. Payne, that the Board adopt the FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania along with the recommended changes as the region's official selection of transportation projects for federal funding.

**4. Adoption of the Conformity Finding of the Connections Long-Range Plan, DVRPC FY 2011 PA and FY 2010 NJ Transportation Improvement Programs (TIPs)**

Sean Greene, DVRPC Senior Transportation Planner, Office of Long-Range Planning and Economic Coordination, explained to the Board that Transportation Conformity is a process established by the Clean Air Act to ensure that federal

transportation projects and transportation investment activities are consistent with (“conform to”) state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the *Connections* Long-Range Plan (Plan) and FY 2011 PA and FY 2010 NJ TIPs.

In June 2010, the DVRPC opened a minimum 30-day public comment period to receive comment on the draft conformity finding of the *Connections* Long-Range Plan (Plan) and FY 2011 PA and FY 2010 NJ TIPs. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual and 24-hour PM<sub>2.5</sub> (the Philadelphia-Wilmington, PA-NJ-DE PM<sub>2.5</sub> Non-attainment Area);
- Annual and 24-hour PM<sub>2.5</sub> (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM<sub>2.5</sub> Non-attainment Area) and,
- CO (the entire DVRPC planning area).

DVRPC has held a public comment period from June 1, 2010 to June 30, 2010, and has hosted a public meeting.

Ms. Richardson inquired as to whether the Transportation Community Initiative Development (TCDI) projects are subject to conformity.

Mr. Greene responded that the TCDI projects, for the most part, are not subject to conformity and therefore not included.

Favorable recommendation was received from the PCC/RTC.

The RCC recommends approval. However, the RCC asks that the Environmental Protection Agency (EPA) consider the possibility that the following projects: Jenkintown-Wyncote Parking Garage, Market-Frankford 69<sup>th</sup> Street Terminal Parking Garage, Paoli, Levittown, East Falls, Roslyn Regional Rail Stations and Swamp Road Culvert at Penns Woods Road project may increase pollution. The RCC has concerns that PennDOT's Pennsylvania Community Transportation Initiative (PCTI) projects are not included in the TIP, and are therefore not subject to conformity.

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

**MOTION** by Mr. Mosca, seconded by Mr. Mandelbaum, that the Board adopt Resolution B-FY11-001 (copy attached) approving the conformity finding of the *Connections* Long-Range Plan (Plan) and FY 2011 Pennsylvania and FY 2010 New Jersey Transportation Improvements Programs.

## **5. Selection of Greater Philadelphia Food System Implementation Grant Recipients**

Alison Hastings, DVRPC Senior Environmental Planner, Office of Environmental Planning, explained to the Board that in 2009, the William Penn Foundation recognized the region's food system assets – a rich agricultural community, a multi-modal distribution and transportation network, and nationally recognized nonprofit and for-profit stakeholders – and asked DVRPC to manage a multi-phase program designed to further strengthen the regional food system. The *Greater Philadelphia Food System Implementation Grant* opportunity is part of that larger “local food economy” initiative funded by the foundation and administered by DVRPC.

The Local Food Economy Financial and Technical Assistance initiative has already made leadership, communications, and education grants. This phase of the initiative, a competitive grant opportunity, seeks to implement several key recommendations from DVRPC's stakeholder-driving planning process. DVRPC's Food System Stakeholder Committee identified five preferred strategies as important ways to strengthen the regional food system. Those strategies include: Business Development, Farmland Preservation, Public Awareness and Healthy Food, Natural Resource Protection, and School System Solutions.

Out of the larger initiative, \$500,000 was allocated for grants awarded through the competitive Request For Proposals (RFP) process. With direction from the foundation, DVRPC recruited a nine-member selection committee that included representatives from philanthropy, commercial finance, private banking, and small business in order to bring together a group of individuals with specific expertise to review a diverse range of proposals.

DVRPC issued an RFP on April 9, 2010 and received 29 proposals. In consultation with the selection committee, nine proposals were considered semi-finalists and applicants were invited for interviews. After interviews, seven proposals were selected as final grant recipients.

The *Greater Philadelphia Food System Implementation Grants* selection committee and staff recommend approval for DVRPC to notify these grant awardees (list distributed to the Board), as well as contract with the recipients to disburse the funds and track the expenditure of these funds.

The Commission has received \$1.375 million from the William Penn Foundation – \$275,000 for DVRPC to administer and manage this large initiative, \$100,000 for consultant and non-labor expenses, up to \$500,000 which is to be disbursed to the grant recipients selected through a competitive process, and \$500,000 or remaining budget awarded through invited proposals and used as matching funds as opportunities arise.

Ms. Richardson inquired as to whether the outreach for this program was successful.

Ms. Alison responded, yes, 29 responses to the RFP was a very good number for this program and approximately 50% were new respondents and not involved in the first food system study.

The PCC/RTC and the RCC recommended approval of the recommended Greater Philadelphia Food System Implementation Grant Recipients.

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

**MOTION** by Mr. Shaffer, seconded by Ms. Paul, that the Board approve the DVRPC recommended seven recipients for the *Greater Philadelphia Food System Implementation Grant* opportunity.

**6. Proposed Amendment to the Tri-County Water Quality Management Plan: Bordentown Waterfront Development Community Project, Burlington County**

Suzanne McCarthy, DVRPC Manager, Office of Environmental Planning, explained to the Board that in 1984, the New Jersey Department of Environmental Protection implemented a procedure to ensure that all requests for water quality permits are consistent with approved Wastewater Management Plans and the Tri-County Water Quality Management Plan. New Jersey DEP reviews all permit applications and for those which are inconsistent with Wastewater Management Plans or the Tri-County Water Quality Management Plan, the applicant may elect to seek a plan amendment.

DVRPC is the designated area-wide water quality management planning agency for the Tri-County area (Burlington, Camden and Gloucester counties), and DVRPC approval is one of several that amendment applicants must receive before New Jersey DEP will consider the amendment package to be complete.

The following amendment has been requested:

Amendment to the Tri-County Water Quality Management Plan and to the Bordentown Sewerage Authority Wastewater Management Plan to expand the sewer service area of the Bordentown Sewerage Authority on behalf of the Bordentown Waterfront Development Community Project in Bordentown Township, Burlington County.

This amendment would modify the Bordentown Sewerage Authority (BSA) Wastewater Management Plan (WMP) to provide for the expansion of the existing BSA Black's Creek Sewage Treatment Plant (STP) sewer service area to include the Bordentown Waterfront Development Community Project, a proposed mixed use



development on property identified as Block 140, Lots 3, 5 through 8, 10 through 16 and 19 in Bordentown Township, Burlington County. Lots 3 and 5-8 are already identified as within Bordentown Township's sewer service area. The parcels outside of the current sewer service area total 68 acres. The total project area is 98 acres. Some portions of the property will remain undeveloped.

The applicant proposes to construct 674 residential units and approximately 31,400 square feet of retail/commercial/office space, and other amenities.

The wastewater flow from the proposed development is 138,210 gallons per day (gpd) and will be treated at the Black's Creek STP, which is owned by BSA. All environmental issues have been resolved.

The Tri-County Water Quality Management Board recommends approval.

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

**MOTION** by Ms. Thomas, seconded by Ms. Paul that the Board approve the amendment to the Tri-County Water Quality Management Plan and to the Bordentown Sewerage Authority Wastewater Management Plan to expand the sewer service area of the Bordentown Sewerage Authority on behalf of the Bordentown Waterfront Development Community Project in Bordentown Township, Burlington County by adopting Resolution No. B-FY11-002 (copy attached).

## **7. Board Committee Appointments for FY 2011**

Barry Seymour, DVRPC Executive Director, called to Board's attention to the memorandum (distributed to the Board) dated July 22, 2010 listing the FY 2011 Committee Appointments.

Chair Hoeffel, commented that he has already met with several Board members one-on-one and will continue to meet with the remainder to discuss their ideas and vision for the DVRPC Board. In the discussions, so far, Chair Hoeffel has found that the Board members are interested in having more policy discussions and reaching consensus on issues of a regional nature. Also, Chair Hoeffel would like to have the "one minute report" item on the monthly Board Agenda take place after the action items.

Chair Hoeffel mentioned having a Board discussion on raising revenue for transportation and transit and tolling at the state and regional level.

## **8. Development of the FY 2012 DVRPC Planning Work Program**

Mr. Seymour commented that feedback from Board members was that there was not enough time to discuss the development of last year's Work Program.

Consequently, a series of individual meetings with the counties, cities, states and operating agencies were held to discuss their issues with the work program and project priorities. Also, a survey was distributed by email to the Board Members, the Regional Transportation Committee members and the Regional Citizens Committee members.

John Griffies, DVRPC Contracts and Purchasing Manager, presented to the Board the results of the Work Program Survey (distributed to the Board). The survey was taken to better determine where we should focus our efforts. The Commission currently has 25 Program areas and the survey asked if we should do less work, more work or about the same amount of work in each program area. A link was provided to the DVRPC FY 2011 Work Program to allow respondents to answer the questions.

There were 48 total responses to the Survey. Twenty-two from the Board, 14 from the RTC, and 12 from the RCC.

The Board results noted that DVRPC should do more work in the following areas: technical assistance, corridor planning, smart growth, strategies for older communities, and travel and land use modeling. The RTC results noted more work in these areas: corridor planning, regional transit planning, non-motorized transportation, freight planning, smart growth, strategies for older communities, and energy and climate change. The RCC results noted more work in these areas: environmental justice, corridor planning, regional transit planning, non-motorized transportation, smart growth, energy and climate change, air quality planning, and environmental planning.

The overall consensus from the results of the survey shows the following areas where DVRPC should do more work: (1) corridor planning; (2) regional transit planning; (3) non-motorized and human services transportation planning; (4) smart growth; and (5) energy and climate change initiatives.

Andrew Levecchia, Camden County, commented on the Work Program Accomplishments Report (distributed at the meetings with Board members). He recommended that the table which lists the program areas be broken out by specific project by county or by state.

## **9. HUD Sustainable Communities Regional Planning Grant Proposal**

Mr. Seymour announced that after several discussions with the city of Philadelphia, and other stakeholders, DVRPC will prepare a regional scale application to HUD for the Sustainable Communities Regional Planning Grant Program.

DVRPC will view this as a nine-county proposal and continue to work with the transit agencies to focus on issues of affordable housing and transit oriented development (TOD).

The application is due on August 23, 2010.

Mr. Seymour called the Board's attention to the draft resolution (distributed to the Board) in support of the proposal and asked for Board endorsement from the counties and cities.

Although the Board did not actually sign the resolution, it was agreed that DVRPC should apply for the HUD Sustainable Communities Regional Planning Grant Proposal.

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

Aissia Richardson, RCC Chair, reported the activities from the RCC Meeting of July 13, 2010.

The RCC had a two presentations: (1) Joseph Syrnick, President of the Schuylkill River Development Corporation, presented the Schuylkill Banks Trail; and (2) Sandra Dungee, President of the American Cities Foundation, presented an Overview of Park West Green Trails Initiative.

The RCC Work Program Task Force will hold a special meeting on August 18, 2010 to develop FY 2012 DVRPC Work Program proposals for submission in September.

The RCC passed the following motion, in reference to a recent Board discussion regarding the HUD Sustainable Communities grant program.

The RCC:

Recommends that there should be a regional approach in seeking Sustainable Communities Program grants and urges all DVRPC Board members to work toward this goal collaboratively rather than creating competition in the region.

## 11. Executive Director's Report

### a. County Fact Sheets and Accomplishments Report

Mr. Seymour reported that County Fact Sheets and Accomplishments Report were distributed to each county and city. The Accomplishments Report summarized some of the projects undertaken in each of the counties and cities during FY 2010 Work Program.

### b. Certification Review – August 3 and 4, 2010

Mr. Seymour reported that every four years the Federal Agencies hold a certification review to evaluate DVRPC's compliance with federal requirements.

Mr. Seymour invited Board members to attend the open session on August 4 at 8:30 a.m.

### c. Board Retreat – September 23, 2010

Mr. Seymour reported that the Board Retreat is scheduled for September 23, 2010 at the ACE Conference Center in Montgomery County.

Chair Hoeffel asked each Board member to attend the Board Retreat and bring, for discussion, a list of their five highest priority regional transportation projects. These projects should not necessarily be in their own county, but regional.

### d. Classic Towns Tour – July 28, 2010

Mr. Seymour reported that on July 28, 2010 a Classic Towns Tour is scheduled. The tour will begin in Bristol, Bucks County and go to Merchantville, Camden County, and end in Moorestown, Burlington County.

### e. New Jersey Transportation Tour

Mr. Seymour reported that James Simpson, Commissioner, New Jersey Department of Transportation was taken on a tour to view several New Jersey proposed projects.

Mr. Seymour concluded and announced congratulations to Commissioner Carol Aichele, Chester County, on winning the National Association of Counties, 2010 County Courthouse Award.

## **12. Committee Reports**

The following committed highlights were distributed to the Board for their review:  
(1) Planning Coordinating Committee/Regional Transportation Committee;  
(2) Delaware Valley Goods Movement Task Force; and (3) Central New Jersey Forum.

## **13. One Minute Reports**

Keith Lynch, Federal Highway Administration (FHWA), Pennsylvania Division, reported that FHWA has been undergoing some reorganization particularly with regard to the planning and environmental departments. Mr. Lynch introduced their new Senior Program Development Specialist, Camille Otto.

Byron Comati, SEPTA, reported on the progress of their sustainable planning program. A TIGER II grant is in development for new fare technology and will be asking for endorsements in the near future. A TIGER application from SEPTA for wayside energy storage is being developed and power purchase agreements for solar power roofs is also being pursued.

Commissioner Diane Ellis-Marseglia reported that Bucks County will be holding a seminar on Animal Hording.

## **OLD BUSINESS**

No new business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:06 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for July 22, 2010
- (2) RCC Recommendations to the Board for July 22, 2010

Additional Documents Distributed to the Board:

- (1) Alert, July 2010

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.