

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 2, 2010

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
Pennsylvania Department of Transportation

Joyce Paul
Thomas Wospil
James Ritzman
James Mosca
David Reiner
David Mandelbaum
(not represented)
Diane Ellis-Marseglia

New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy Office
Bucks County

Lynn Bush
Carol Aichele
Ronald Bailey
John Pickett
(not represented)
Carol Ann Thomas
Andrew Levecchia
Richard Westergaard
Donna Lewis
(not represented)
Steve Buckley
(not represented)
(not represented)

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

Sandra Brillhart
Camille Otto

(not represented)
(not represented)

U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Delaware River Port Authority	Linda Hayes
Port Authority Transit Corporation	(not represented)
Pennsylvania Department of Community and Economic Development	Ronald Bednar
New Jersey Office of Smart Growth	(not represented)
Regional Citizens Committee Chair	Aissia Richardson

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Thomas Jennings
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, John Ward, Tom McGovern, Chris Puchalsky, Robert Graff, Chris Linn, John Griffies, Stacy Bartels, and Jean McKinney.

Guests

New Jersey Department of Transportation	Karen Abbott
Cross County Connection TMA	William Ragozine
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Urban Engineers	Edward D'Alba
Bucks County	James Luten

Call to Order - Chair's Comments

Alternate representative for Vice Chair David Kuhn, Thomas Wospil, called the meeting to order at 10:08 a.m. Mr. Wospil, announced David Kuhn's new position within the New Jersey Department of Transportation (NJDOT) as the Assistant Commissioner, Capital Investment Strategies, Planning and Grant Administration.

Mr. Wospil then introduced Edward D'Alba, PE, President, Urban Engineers who presented a video on many of the Urban Engineer projects made possible by DVRPC.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of October 28, 2010

On a Motion by Mr. Levecchia, seconded by Commissioner Aichele the minutes of the Board Meeting of October 28, 2010 were approved as distributed.

2. Transportation improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented to the Board the following TIP Actions:

a. PA11-03: Coatesville Train Station Rehabilitation (MPMS #87534), Chester County

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding the Coatesville Train Station Rehabilitation project (MPMS #87534), back into the TIP and increasing the FY11 engineering, right-of-way, and construction phase by \$15,687,500 (\$4,679,014 Section 5309/ \$7,870,986 Section 5307/ \$2,890,000 State/\$247,500 Local) provided by the Statewide Keystone Corridor Line Item as additional funds to the DVRPC Region.

This project will renovate the existing station and include safety and security equipment, waiting area, new restrooms, level-boarding platforms, track re-alignment, engineering and design, environmental work, and general station revitalization. Parking will also be examined at the site. This project previously received a \$1 million FTA earmark (already in a grant) and was awarded \$300,323 in TE funds which will be used for the station building improvements. Parking will also be evaluated and approximately 100 additional spots will be provided when the new site is completed. These station improvements will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership, will invest in the Coatesville community, and will complete the station and site renovations. Funds from PennDOT's Keystone Corridor statewide line item are additional funds to the DVRPC region.

The Coatesville Station located in Chester County is a component of the Keystone Corridor high speed rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 round trips per average workday, most of which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are approximately seven Amtrak stops per day at the Coatesville Station. This line has multiple

tracks, full electrification, and almost complete grade separation from the highway grid. The remaining three public highway grade crossings on the Philadelphia-Harrisburg segment are being eliminated with current projects. Speed on the line is now up to 110 mph.

Financial constraint will be maintained as these funds are additional to the region 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 from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) to approve TIP Action PA11-03, the Board unanimously adopted the following **motion**:

MOTION by Commissioner Aichele, seconded by Mr. Levecchia, that the Board approve TIP Action PA11-03, PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding the Coatesville Train Station Rehabilitation project (MPMS# 87534), back into the TIP and increasing the FY11 engineering, right of way, and construction phase by \$15,687,500 (\$4,679,014 Section 5309/ \$7,870,986 Section 5307/ \$2,890,000 State/\$247,500 Local) provided by the Statewide Keystone Corridor Line Item as additional funding to the DVRPC Region.

b. NJ10-39a: Route 295/42, Missing Moves, Bellmawr (DB #355A), Camden County

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by increasing the right-of-way phase of Route 295/42, Missing Moves, Bellmawr (DB# 355A) by a total of \$18.868 million, programming in FY11 (\$13,868,000 DEMO) and FY12 (\$5,000,000 DEMO). Additionally, a new project (DB# 355A2) will be broken out of this project, and as a result, programming will be reflected as follows: right-of-way in FY11 (\$13,868,000 DEMO) and FY12 (\$5,000,000 DEMO), and construction in LFY (\$133,900,000 I-MAINT). This project is funded by a TEA-21 Earmark (ID# NJ 063), a 2008 Appropriation Bill (ID# NJ 279), and three SAFTEA-LU Earmarks (ID# NJ 119/NJ 246/NJ 262).

This project will provide new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration. Currently, the existing ramps are traversing inactive landfills which are now proposed as being a major development site. This increases the value of the property, and as a result, the right of way cost has increased significantly. The second lane on Rt. 55 NB will become a continuous auxiliary lane up to the proposed entrance to new Ramp

“A”, connecting Route 42 NB to I-295 SB. The existing Leaf Avenue ramps off Route 42 NB will be relocated approximately 750 feet south and will intersect with Benigno Boulevard. The new exit location off Route 42 NB requires a ramp connection separated from the mainline to prevent queued traffic at the new intersection from mixing with mainline traffic. This ramp connection splits off from the Ramp “A” entrance on the left and runs parallel to Route 42 to the new intersection; which will be signalized. Benigno Boulevard will be realigned to meet Edgewood Avenue and Wellwood Avenue will be extended to a T-intersection with Benigno Boulevard. The ramp alignment has been revised to minimize the impacts to the proposed development.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds, and by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP’s current conformity finding will not be impacted by this modification as this project has already been included in the regional air quality analysis.

c. NJ10-39b: Route 42, Southbound Roadway Improvements (DB #355A2), Camden County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new breakout project to the TIP, Route 42, Southbound Roadway Improvements (DB# 355A2), and programming construction in FY11 (\$4,547,000 DEMO). This project is an advanced breakout of a safety component of the Route 295/42, Missing Moves, Bellmawr (DB# 355A) and is funded by a TEA-21 Earmark (ID# NJ 063), a 2006 Appropriation Bill (ID# NJ 279), and three SAFTEA-LU Earmarks (ID# NJ 119/NJ 246/NJ 262).

This project is a breakout phase of the 295/42 Missing Moves project which will provide new ramps and related improvements to enable motorists to make movements between I-295 and Route 42. One of the missing movements is a connection from 295 NB onto 42 SB, and this breakout will support that new connection. The breakout will provide a new lane between Leaf Avenue and Route 55 which provides acceleration onto Route 42 SB and deceleration onto Route 55 from 42 SB. This lane will provide existing congestion relief, and will mitigate traffic conditions during the I-295 Direct Connection construction. This additional lane will be implemented within the existing right-of-way by reducing the width of the existing inner shoulders and/or portions of the median between the NB and SB lanes on Route 42. Minor outside widening or upgrading of shoulders may be necessary. The two bridge decks will be overlaid with a variable thickness of bituminous material to achieve the desired lane and cross fall configurations. The existing travel lanes will be milled and resurfaced to address modified lane lines/cross falls to obtain a 20-year pavement life. The

wingwall barrier parapets will be modified to accommodate new beam guiderail attachments. A 200 foot long retaining wall will be constructed to eliminate impacts to adjacent wetlands. Two new overhead sign structures are also proposed along with the installation of a new sign panel on an existing sign structure, to complement the proposed roadway changes. This project is expected to be complete by Spring of 2012.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds, and 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.

Favorable recommendation was received from the PCC/RTC for the Board to adopt TIP Action NJ10-39a and NJ10-39b.

The RCC recommended that the Board not approve TIP Action NJ10-39a and NJ10-39b, due to the earmark status of the project's funding.

David Reiner, New Jersey Governor's Appointee, commented on TIP Actions NJ10-39a and NJ10-39b in that he is also concerned with the right-of-way increase and would like NJDOT to continue to work to limit that increase.

Mr. Wospil, responded that NJDOT shares these concerns and he has asked the Project Manager and the Right-of-Way Representative at NJDOT to continue to work towards a more favorable resolution of the right-of-way issues.

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

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

- (1) TIP Action NJ10-39a, NJDOT's request to modify the FY2010-2013 TIP for New Jersey by increasing the right of way phase of Route 295/42, Missing Moves, Bellmawr (DB# 355A) by a total of \$18.868 million, programming in FY11 (\$13,868,000 DEMO) and FY12 (\$5,000,000 DEMO). Additionally, a new project (DB# 355A2) will be broken out of this project, and as a result, programming will be reflected as follows: right of way in FY11 (\$13,868,000 DEMO) and FY12 (\$5,000,000 DEMO), and construction in LFY (\$133,900,000 I-MAINT). \$4,547,000 DEMO will be shifted to DB# 355A2.

- (2) TIP Action NJ10-39b, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by adding a new breakout project to the TIP, Route 42, Southbound Roadway Improvements (DB# 355A2), and programming construction in FY11 (\$4,547,000 DEMO). DEMO funds have been split out of Missing Moves (DB# 355).

d. NJ10-40: Route 29, Memorial Drive (DB #02396B2), Mercer County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new breakout project to the TIP, Route 29, Memorial Drive (DB# 02396B2), and programming construction in FY11 (\$800,000 DEMO). This project is a breakout of Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section), (DB# 02396B), and is funded by two SAFETEA-LU earmarks (ID#: NJ 252/NJ 267) and a 2008 Appropriations Bill (ID# NJ 289).

The breakout will include the extension of the existing Barrack Street from the West Lafayette Street intersection, past the War Memorial building to the existing Memorial Drive. This project will also include 4 ft. bike lanes on both sides of the extension. This missing link existed up to approximately ten years ago and the City of Trenton would like to restore this connection. The NJ Department of Environmental Protection is interested in this connection as part of their Park Restoration project.

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 not regionally significant.

e. NJ10-41: Route 295, Paulsboro Brownsfield Access (DB #04321), Gloucester County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Route 295, Paulsboro Brownsfield Access (DB# 04321), and programming engineering, right of way, and construction in FY11 (\$6,000,000 STATE) and FY13 (\$1,000,000 STATE). This funding action will complete the commitment of State funds to the project.

This \$23 million dollar project will include the construction of a nearly 1-mile long access road and bridge between Paradise Road in the Township of West Deptford and Universal Road in the Borough of Paulsboro to allow vehicles to transfer freight into and out of the port. The proposed bridge and roadway will access the southeast corner of the marine terminal property. The proposed bridge component, which is 490 feet, will span Mantua Creek to divert heavy traffic associated with the Paulsboro Marine Terminal away from the residential

and business districts of the Borough of Paulsboro to an industrial area of West Deptford Township, which has a direct connection to Interstate-295. The proposed bridge will be a three span composite steel plate girder bridge (fixed superstructure) with two concrete piers within Mantua Creek. Both piers will be protected by a fender system. The bridge will be designed to provide 25 feet of vertical clearance at high tide. The bridge abutments will be constructed within uplands areas to minimize environmental impacts. This project will not include any bicycle and pedestrian improvements as pedestrians and bicyclists would be able to access the port via the local street network. The Borough of Paulsboro, along with its consultant, URS Corporation, completed the Paulsboro Redevelopment Reuse Site Access Study funded by DVRPC's Transportation Community Development Initiative (TCDI) program, as well as by borough funds.

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 has already been included in the regional air quality analysis.

f. NJ10-42a: Route 130, Brooklawn Circles (DB #99312), Camden County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by advancing a Study and Development graduate project to the TIP, Route 130, Brooklawn Circles (DB# 99312), and programming the design (\$800,000 NHS) and right of way (\$1,000,000 NHS) phases in FY11 and construction in FY12 (\$3,685,000 NHS). Funding for the design and right of way phase is ready to be authorized.

This project provides for the reconstruction of Old Salem Road to accommodate two lanes of traffic and divert flow from Creek Road to a new traffic signal on Route 130. Additionally, the intersection of Creek Road and Route 47 (one of the legs of the circle) will be revised to allow ingress from Route 47 northbound only. The improvements are designed to improve both safety and operations within the Brooklawn Circle. This project will be designed to be bicycle/pedestrian compatible. The completed project will serve as part of the detour route for the Route 295/42 Direct Connect construction project.

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 has already been included in the regional air quality analysis.

g. NJ10-42b: Route 168, Bridge over Big Timber Creek (DB #09327), Gloucester County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by advancing a Study and Development graduate project to the TIP, Route 168, Bridge over Big Timber Creek (DB# 09327), and programming the preliminary engineering phase in FY11 (\$500,000 Bridge), design in FY12 (\$700,000 Bridge), and construction in FY14 (\$3,450,000 Bridge). NJDOT's new project delivery process requires preliminary engineering to be performed after the completion of concept development, but prior to design. This bridge is in need of total replacement and is ready to advance to preliminary engineering.

This project will replace the existing bridge on Route 168 over Big Timber Creek with two lanes of traffic and shoulders on both sides. Project will also include a median.

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.

h. NJ10-43: Route 30, Evesham Road Intersection Improvements (DB #93263), Camden County

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by federalizing a project, Route 30, Evesham Road Intersection Improvements (DB# 93263), and programming design (\$500,000 NHS) and right of way (\$1,800,000 NHS) in FY11. The design and right of way phases were programmed in the FY2009 TIP, but were not authorized.

This project will be designed using a value engineering approach and will address safety and operational deficiencies by adding left-turn accommodations at Route 30 and Evesham Avenue (CR 544) approaches. Shoulders and bicycle improvements will not be included in this project as right-of-way costs would exceed the cost of the project due to the location of homes and businesses up against the existing right of way boundaries. However, new sidewalks, handicap ramps, and crosswalks along with pedestrian traffic signal upgrades will be included in this project.

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 is exempt from the regional air quality analysis.

i. NJ10-46: Route 77, Swedesboro-Hardingville Road, Intersection improvements (CR 538) (DB #97049), Gloucester County

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by increasing the construction phase of the Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) project (DB# 97049), by \$2.1 million, from \$800,000 to \$2.9 million, and advancing the construction phase to FY12. Additionally, advancing the design and right of way phases from FY13 to FY11, and increasing the design phase by (\$150,000 STP) and the right of way phase by (\$80,000 STP). Programming for this project will be reflected as follows: design (\$350,000 STP) and right of way (\$100,000 STP) in FY11, and construction in FY12 (\$2,900,000 STP). This action is taking place due to an updated cost estimate and acceleration of the project schedule.

This project allows for improvements at the intersection of Route 77 and Swedesboro-Hardingville Road. These Improvements include resurfacing of the roadway, corner cutbacks, improving the turning radii for the intersection, shoulder improvements, utility relocations, minor right of way improvements, and converting a flashing beacon to a traffic signal. This project will be bicycle/pedestrian compatible.

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 is exempt from the regional air quality analysis.

j. NJ10-47: TMA-DVRPC (DB #X43J), Various Counties

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by switching funding of the engineering and construction phase for TMA-DVRPC (DB# X43J), from CMAQ to STP-STU in FY11 (\$2,200,000 STP-STU), FY12 (\$2,200,000 STP-STU), FY13 (\$2,200,000 STP-STU), FY14 (\$2,200,000 STP-STU), and LFYs (\$11,000,000 STP-STU), as this project is no longer eligible to be funded with CMAQ funds as a result of FHWA direction given to NJDOT. This action does not modify the level of funding programmed in the current TIP, but changes the funding source of the project. NJDOT has agreed to provide additional obligation authority to the DVRPC region for the \$2.2 million STP-STU funds for the TMA program, so as not to impact the amount of funds available for local construction projects.

This program will provide for annual funding of Cross County Connection (CCC) and Greater Mercer, Transportation Management Associations (TMA) to reduce commuter work trips. The types of initiatives which both TMAs will participate in includes ridesharing information services, Employer TDM Services, Work First

New Jersey, Safe Routes to School coordination and implementation, transit development and promotion, traffic mitigation support, park and ride promotion, "Carpooling Makes Sense" incentive program, coordination of transportation services for transportation disadvantaged populations, and other incentive and demonstration programs in transportation demand management for commuters.

Financial constraint will be maintained by utilizing additional obligation authority made available by NJDOT 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 NJ10-40, NJ10-41, NJ10-42a, NJ10-42b, NJ10-43, NJ10,46, and NJ10-47.

Favorable recommendation was also received from the RCC with the exception of TIP Action NJ10-40 due to the earmark status of the project's funding.

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

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

- (1) TIP Action NJ10-40, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by adding a new breakout project to the TIP, Route 29, Memorial Drive (DB #02396B2), and programming construction in FY11 (\$800,000 DEMO). DEMO funds will be drawn from Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section), (DB# 02396B).
- (2) TIP Action NJ10-41, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Route 295, Paulsboro Brownsfield Access (DB #04321), and programming engineering, right of way, and construction in FY11 (\$6,000,000 STATE) and FY13 (\$1,000,000 STATE).
- (3) TIP Action NJ10-42a, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by advancing a Study and Development graduate project to the TIP, Route 130, Brooklawn Circles (DB #99312), and programming the design (\$800,000 NHS) and right-of-way (\$1,000,000 NHS) phases in FY11, and construction in FY12 (\$3,685,000 NHS).

- (4) TIP Action NJ10-42b, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by advancing a Study and Development graduate project to the TIP, Route 168, Bridge over Big Timber Creek (DB #09327), and programming the preliminary engineering phase in FY11 (\$500,000 Bridge), design in FY12 (\$700,000 Bridge), and construction in FY14 (\$3,450,000 Bridge).
- (5) TIP Action NJ10-43, NJDOT's request to modify the FY2010-2013 TIP for New Jersey by federalizing a project, Route 30 Evesham Road Intersection Improvements (DB #93263), and programming design (\$500,000 NHS) and right of way (\$1,800,000 NHS) in FY11.
- (6) TIP Action NJ10-46, NJDOT's request to modify the FY2010-2013 TIP for New Jersey by increasing the construction phase of the Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) project (DB #97049), by \$2.1 million, increasing the cost of the construction phase from \$800,000 to \$2.9 million, and advancing the construction phase to FY12. Additionally, advancing the design and right of way phases from FY13 to FY11, and increasing the design phase by (\$150,000 STP) and the right of way phase by (\$80,000 STP). Programming for this project will be reflected as follows: design (\$350,000 STP) and right-of-way (\$100,000 STP) in FY11, and construction in FY12 (\$2,900,000 STP).
- (7) That the Board approve TIP Action NJ10-47, NJDOT's request to modify the FY2010-2013 TIP for New Jersey by switching funding of the engineering and construction phase for TMA-DVRPC (DB #X43J), from CMAQ to STP-STU in FY11 (\$2,200,000 STP-STU), FY12 (\$2,200,000 STP-STU), FY13 (\$2,200,000 STP-STU), FY14 (\$2,200,000 STP-STU), and LFYs (\$11,000,000 STP-STU), as this project is no longer eligible to be funded with CMAQ funds as a result of FHWA direction given to NJDOT. NJDOT has agreed to provide additional obligation authority to the DVRPC region for the \$2.2 million STP-STU funds for the TMA program.

k. PA11-04a: Transit and Regional Rail Station Program (MPMS #77183), SEPTA

SEPTA has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the scope of the following program: Transit and Regional Rail Station Program (MPMS #77183), to include the Parkside Bus Loop Reconstruction and Wayne Junction Intermodal Facility projects. As a

result, the program will increase by a total of \$7.175 million, which will be programmed in FY11 (\$5,740,000 Section 5309 (from competitive program)/\$1,389,000 T-Bond/\$46,000 Local). The additional federal funding for this program is being provided by the Livability Initiative competitive program, and is additional funding to the region. State and local funds are being provided by other SEPTA projects due to reduced project costs. Both the Parkside Bus Loop Reconstruction (\$2.2 million) and Wayne Junction Intermodal Facility (\$4.975 million) projects are reflected on SEPTA's Illustrative list of unfunded and deferred projects, and will now be programmed in the TIP as additional funding has been made available to the DVRPC region.

The Wayne Junction Intermodal Facility, constructed at the turn of the 20th Century, will be completely renovated, reinvigorating the facility's role as an economic driver, spurring mixed-use and mixed income transit-oriented development and connecting residents to jobs throughout the region. The project provides for restoring the station's historic integrity while modernizing its structure to provide a safer, more accessible, and environmentally friendly facility for local residents and businesses.

The Parkside Bus Loop was initially built for the use of trolley cars in the 1920s. The Parkside Bus Loop property was first employed for transit use by the Philadelphia Rapid Transit Company (PRTC) in 1913, and was developed by the PRTC as a trolley loop in 1926. It is believed that this original trolley line was used to transport residents to the Philadelphia Zoo.

The Parkside Bus Loop, which is utilized by four bus routes, is located on the property of Fairmount Park. This project will relocate the loop thus restoring full ownership and use of the land back to Fairmount Park. The new location will be within a quarter mile of the existing loop and adjacent to a recently developed shopping center, which includes a Shoprite Supermarket, Lowes, and other job and retail opportunities. The new loop will offer a number of customer service features that enhance the transit riding experience. The loop will feature a modern passenger facility with amenities such as shelters, benches, fences, and trash receptacles. The new facility will include lighting and signage to increase ease of usage and address any safety concerns.

Financial constraint will be maintained as most of these funds are additional to the region and 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 is exempt from the regional air quality analysis.

I. PA11-04b: State of Good Repair (MPMS #77180), SEPTA

SEPTA has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the scope of the State of Good Repair program (MPMS #77180), to include a new project: Transit Asset Management System. As a result, the program will increase by a total of \$8 million, which will be programmed in FY11 (\$6,400,000 Section 5309 (from competitive program)/\$1,548,000 T-Bond/\$52,000 Local). The additional federal funding for this program is being provided by the Livability Initiative competitive program, and is additional funding to the region. State and local funds are being provided by other SEPTA projects due to reduced project costs.

The Transit Asset Management System project will provide SEPTA with the ability to implement an enterprise-wide system that will support the identifying, tracking, testing, inspecting, and scheduling of preventive maintenance for SEPTA's assets. This system will assist in ensuring that infrastructure is maintained in a state of good repair by accurately quantifying need and automatically tracking the conditions of the SEPTA's assets.

Financial constraint will be maintained as most of these funds are additional to the region and 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 is exempt from the regional air quality analysis.

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

MOTION by Mr. Buckley, seconded by Mr. Pickett, that the Board approve the following TIP Actions:

- (1) That the Board approve TIP Action PA11-04a, SEPTA's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the scope of the following program: Transit and Regional Rail Station Program (MPMS #77183), to include the Parkside Bus Loop Reconstruction and Wayne Junction Intermodal Facility projects. As a result, the program will increase by a total of \$7.175 million, which will be programmed in FY11 (\$5,740,000 Section 5309 (from competitive program)/\$1,389,000 T-Bond/\$46,000 Local).

- (2) That the Board approve TIP Action PA11-04b, SEPTA's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the scope of the State of Good Repair program (MPMS #77180), to include a new project: Transit Asset Management System. As a result, the program will increase by a total of \$8 million, which will be programmed in FY11 (\$6,400,000 Section 5309 (from competitive program)/\$1,548,000 T-Bond/\$52,000 Local).

Ms. Schoonmaker called the Board's attention to the two fiscal constraint charts (distributed to the Board). The first chart was a minor correction to the SEPTA regarding the level of state funding. The second chart was an administration action to increase the transportation enhancement Project Implementation Management Program in the current TIP.

3. DVRPC Fiscal Year 2011 Planning Work Program Amendments

a. Regional Circuit Rider for Energy Efficiency in Local Government Operations

Robert Graff, DVRPC Manager, Office of Energy and Climate Change Initiatives explained to the Board that this project will provide training and direct assistance to the governments of small and medium-sized municipalities in Bucks, Chester, Delaware, and Montgomery Counties to develop and implement strategies for reducing energy use and green house gas (GHG) emissions associated with their operational sectors, including buildings, vehicle fleets, outdoor lighting and water/wastewater treatment facilities. DVRPC will provide information on best practices and funding opportunities, and continue to develop, distribute, and deploy analytical tools and other resources to assist municipalities with reducing energy use. This project will ensure that small and medium-sized municipalities have easy access to the resources and tools they need to prioritize projects for cost-effectively reducing energy costs and GHG emissions in their operations.

The cost and source of funding is \$363,977 total over three years. \$242,651 from US EPA Climate Showcase Communities Grant; \$121,326 from Comprehensive Planning Funds.

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

MOTION by Mr. Mandelbaum, seconded by Mr. Levecchia, that the Board amend the DVRPC FY 2011 Planning Work Program to include the Regional Circuit Rider for Energy Efficiency in Local Government Operations project.

b. Climate Change Vulnerability Analysis Tool Pilot Project

Mr. Graff explained to the board that the Federal Highway Administration (FHWA) has developed a conceptual model for assessing the vulnerability of transportation infrastructure to the impacts of climate change, such as higher temperatures, changes in precipitation patterns, changes in weather extremes, and sea-level rise. This project, a cooperative effort between NJDOT, DVRPC, NJTPA, SJTPO, FHWA, NJDEP and NJ TRANSIT will pilot test the conceptual model with real world data from key transportation corridors in New Jersey. The goal of the Risk Assessment Model is to help transportation decision makers (particularly transportation planners, asset managers, and system operators) identify which assets (a) are most exposed to the threats from climate change and/or (b) could result in the most serious consequences as a result of those threats. Assets in this context refer primarily to transportation assets, such as bridges, roads, and transit facilities.

The total budget for the project is \$300,000, half of which will be paid for by an FHWA grant. DVRPC's portion of the project is \$40,000. NJTPA is the project manager. DVRPC's work will focus on supporting the project's analysis of the Central New Jersey corridor that includes the New Jersey Turnpike, the AMTRAK/NJ Transit Northeast Corridor, and US Route 1 stretching from the Delaware Memorial Bridge north to the mouth of the Raritan River.

Commissioner Diane Ellis-Marseglia, Bucks County, inquired about the Request for Proposal (RFP) process. Commissioner Ellis-Marseglia also commented that while she herself personally accepts the scientific consensus surrounding climate change, it is her understanding that Pennsylvania Governor-Elect Corbett is not a believer in the human-induced cause of Climate Change, nor, per her understanding, is New Jersey Governor Christie. She was also not certain what the positions of other Bucks County officials were on this issue. She voiced concern that approval of this project might jeopardize DVRPC funding.

Mr. Graff responded that the RFP's were issued by North Jersey Transportation Planning Authority (NJPTA), and the project is supported by NJDOT.

Commissioner Ellis-Marseglia addressed the New Jersey Board members as to how their elected officials view climate change projects.

David Mandelbaum, Pennsylvania Governor's Appointee, responded that he would guess that elected officials do not seriously question whether or not climate change is occurring and causing real world impacts, but rather some may question the degree to which this climate change is caused by human activity.

Andrew Levecchia, Camden County, commented that this project could be viewed as a risk assessment. The study would evaluate events which could or could not happen and/or events that have already happened and Mr. Levecchia believes the information is very useful.

Donald Shanis, DVRPC Deputy Director, commented on the opportunity this project affords to work in partnership with NJTPA.

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

MOTION by Ms. Lewis, seconded by Mr. Levecchia, that the Board amend the DVRPC FY 2011 Planning Work Program to include the Climate Change Vulnerability Analysis Tool Pilot Project.

Bucks County Commissioner Diane Ellis-Marseglia **opposed** the motion.

c. Regional Trails Network Re-Grant and Technical Assistance Program

Chris Linn, DVRPC Senior Environmental Planner, office of Environmental Planning, explained to the Board that In recent years, the William Penn Foundation has been increasing its emphasis on multi-use trail projects such as the Schuylkill River Trail and East Coast Greenway. The success of these projects – and relative difficulty encountered with others – prompted the Foundation to undertake an analysis of their trail grantmaking strategy. As a result, in 2010, the Foundation conducted a “Regional Trails Scan” to develop a grantmaking strategy in support of a regional network of multi-use trails. At the same time, the Foundation recognized that multi-use trails lay the nexus of numerous Foundation goals, including alternate transportation, environmental quality, public health, outdoor recreation, open space preservation, urban revitalization, and the creation of livable communities. Trails have also emerged as a centerpiece of major Foundation investments in the North Delaware and Central Delaware riverfronts, the tidal Schuylkill River, and the City of Camden.

The Foundation’s Regional Trails Scan report identified numerous barriers to, and opportunities for, developing a regional trails network. Barriers include a lack of sustained institutional and technical capacity for right-of-way assembly, project management and stewardship, and the need for increased leadership and funding. Opportunities include a variety of available rights-of-ways, grassroots support, and strong leadership from governmental and non-profit groups for select projects. To assist the Foundation in overcoming barriers and leveraging support, DVRPC will create the Regional Trails Network Re-Grant and Technical Assistance Program (Regional Trails Program). The program will utilize a grant from the Foundation to provide capital funding and technical

support for trail implementation, and will work to build capacity among regional partners for trail planning, project management, construction, and stewardship activities in the nine-county DVRPC region.

The Regional Trails Program would take place over three years, with the expectation that all construction funds would be allocated over a five year period. Eligible activities funded by the program will likely include: (1) trail planning and feasibility studies; (2) project design and/or construction of multi-use trails that provide significant connections to the regional trails network; (3) peripheral elements of the design and/or construction phases such as ROW, utility, environmental review, and construction management activities; and (4) technical assistance and training for planning, project management and stewardship. Eligible grantees include governmental agencies and non-profit organizations involved with trail planning and construction. To guide the program, DVRPC will convene a "Regional Trails Program Advisory Committee" comprised of representatives of both governmental and non-profit organizations.

Administration of the program undertaken by DVRPC will be broken down into four elements: (1) planning; (2) project management; (3) implementation; and (4) communication and coordination. Sub-tasks underneath these elements will include such items as branding, program management, project solicitation, project requirements, selection criteria, scheduling, budget requirements, contracting, grant management, technical assistance, information dissemination, and program evaluation criteria.

The total budget for the project is \$10,000,000. The budget over the three-year grant period would be allocated as follows: (a) \$9,000,000 in re-grant funding for design and construction of trail project; (b) \$150,000 in re-grant funding for trail feasibility and planning studies; (c) \$270,000 to assist DVRPC in designing and administering the re-grant program; (d) \$330,000 for DVRPC to conduct the project management process for selected trail projects; (e) \$200,000 for technical assistance and consultant support; and (f) \$ 50,000 to support non-labor costs associated with peer exchanges, communications, and recognition of grant recipients.

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

MOTION by Mr. Levecchia, seconded by Mr. Pickett, that the Board amend the DVRPC FY 2011 Planning Work Program to include the Regional Trails Network Re-Grant and Technical Assistance Program.

4. Approval of DVRPC Draft Fiscal Year 2012 Planning Work Program

John Griffies, DVRPC Contracts and Purchasing Manager, explained to the board that action is needed to distribute for review and comment the Draft Fiscal Year 2012 Planning Work Program (distributed to the Board) consisting of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

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

MOTION by Mr. Levecchia, seconded by Ms. Thomas, that the Board authorize distribution of the DVRPC Draft Fiscal Year 2012 Planning Work Program for review and comment.

5. Approval of DVRPC Communication to Elected Officials in Support of the Commuter Benefit Equity Act

Stacy Bartels, DVRPC Manager, Marketing and Commuter Services, called the Board's attention to the communication to elected officials in support of the commuter benefit equity act (distributed to the Board). Ms. Bartels explained to the Board that as part of the American Recovery and Reinvestment Act of 2009, the transit benefit was increased from \$120/month to \$230/month, to the same level as the commuter parking benefit. This increase allowed hundreds of thousands of workers to use a greater share of their pretax income to pay for commuting, saving them up to \$1,000 or more on taxes each year. Increasing the transit benefit also established equity for those who choose to take public transportation rather than drive to work, encouraging more employees to switch to transit, thus resulting in less congestion, lower energy use and improved air quality.

Under the current legislation, the cap is set to revert back to the \$120 level after December 31, 2010. The Commuter Benefit Equity Act (S. 322 and H.R. 891) would make the increase in the transit benefit permanent. If this benefit were to revert to its far lower, previous level for next year, families would see a tax increase of up to \$500 or more at a time when every dollar counts. This increase would also come at a time when the majority of transit systems across the country need to increase fares, making it even more difficult for families to afford other critical household necessities.

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

MOTION by Mr. Levecchia, seconded by Mr. Pickett, that the Board approves the communication (distributed to the Board) to be sent to the Representatives and Senators whose districts represent the DVRPC region as well as Senator Charles Schumer (D-NY), who introduced the legislation in the Senate.

6. One Minute Reports

Board Members and Alternates were invited to report activities within their counties/agencies.

Louis Millan, New Jersey Transit, reported the status of the Pennsauken Transfer Station. The design is complete for the lower level and is expected to open in 2011. Two other aspects; parking, and the Atlantic City Line Station. are expected to be complete by 2012.

Sandra Brillhart, Federal Highway Administration (FHWA), New Jersey Division, reported that Ernie Blais has been appointed as the new FHWA Division Administrator.

New Jersey has been awarded two TIGER II grants one for Adaptive Signal Technology for the Meadowlands and the other is a jointly funded HUD/DOT planning grant for a Brown Fields Redevelopment Project in Jersey City.

FHWA posted a notice in the Federal Register soliciting comments on the Implementation Schedule for the recent changes for Municipal Uniform Traffic Control Devices.

Thomas Wospil, NJDOT, commented that the FY 2012 Capital Program Development Cycle begins in December. In addition, a Revenue Sharing Meeting is scheduled for December 21, 2010. This meeting enables NJDOT, FHWA, New Jersey Transit, Federal Transit Authority, and the MPO's from New Jersey to meet and agree on revenues for the next program cycle.

Commissioner Diane Ellis-Marseglia, Bucks County, reported that Bucks County made a contribution towards the dredging project for the Delaware River turning basin.

Steve Buckley, City of Philadelphia, reported that the South Street Bridge was reopened in November.

7. Regional Citizens Committee (RCC) Report

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

The RCC heard the following presentations: (1) Melissa Jest, Preservation Alliance of Greater Philadelphia Neighborhood Coordinator and Field Representative for the National Trust for Historic Preservation presented *The Preservation and Promotion of Philadelphia's Historic and Cultural Sites*; and (2) Karin Morris, DVRPC Manager Office of Smart Growth, presented *Smart Growth and an Age-friendly Region*.

Discussions were also held on the proposed Feasibility Study for Interstate Highway Improvement Financing Options in Southeastern Pennsylvania.

A new RCC Chair will be elected on November 15, 2010.

8. Executive Director's Report

- a. Mr. Seymour called the Board's attention to the Inquirer article (distributed to the Board) entitled: *Cost of Bad Pennsylvania Roads and Bridges put at \$8.2 Billion a Year*.

- b. Future Freight Flows Workshop

Mr. Seymour reported that on November 4, 2010, DVRPC hosted, in partnership with FHWA, a Future Freight Flows Workshop to discuss future freight planning.

- c. Economic Value of Open Space Press Event

Mr. Seymour reported that Commissioner Hoeffel, Montgomery County, spoke at the November 16, 2010 Economic Value of Open space press event.

- d. Food System Plan Grants Press Event

Mr. Seymour reported the Food System Plan Grants Press Event was postponed with a future date to be determined.

- e. Board Policy Analysis Committee Meeting

Mr. Seymour reported the activities of the Board Policy Analysis Committee Meeting held on November 18, 2010. Two studies: (1) *More Efficient Use of Airport Capacity*, and (2) *Feasibility Study for Interstate Highway Improvement Financing Options in Southeastern Pennsylvania* were discussed for inclusion into the FY 2012 Work Program. There was no action to add the first item to the

FY 2012 Work Program. It was proposed that a task be added to the Technical Assistance to member Governments project in the FY 2012 Work program as a place holder, until a more definitive direction of the second item is clearer.

A presentation was presented by Patty Elkins, DVRPC Associate Director of Comprehensive Planning summarizing the background and status of two DVRPC grant programs: the *Transportation and Community Development Initiative* (TCDI) and the *Efficient Growth for Growing Suburbs* (EGGS).

f. DVRPC Annual Dinner and Awards

Mr. Seymour reported that the DVRPC Annual Dinner will not be held this year, however, there was support to continue the Awards Program, perhaps in conjunction with the Annual Board Retreat.

9. Committee Reports

The following committee highlights were distributed to the Board for their review:

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Regional Safety Task Force; and Board Policy Analysis Committee Meeting.

OLD BUSINESS

No new business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:56 a.m.

Attachments:

- (1) PCC/RTC Recommendations for December 2, 2010
- (2) RCC Recommendations for December 2, 2010

Additional Documents Distributed to the Board:

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