

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### Minutes of Meeting of March 24, 2005

Location: Commission Officer  
Bourse Building, 8<sup>th</sup> Floor  
111 S. Independence Mall, East  
Philadelphia, PA 19106

#### Membership Present

#### Representative

New Jersey Department of Community Affairs

Herman Volk

New Jersey Department of Transportation

Brent C. Barnes

New Jersey Governor's Appointee

(not represented)

Pennsylvania Governor's Appointee

(not represented)

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

Thomas TenEyck

Bucks County

Lynn Bush

Chester County

William H. Fulton

Delaware County

Thomas Shaffer

Montgomery County

Leo Bagley

Burlington County

Jerald R. Cureton, Esq.  
Carol Ann Thomas

Camden County

J. Douglas Griffith

Gloucester County

Charles E. Romick

Mercer County

(not represented)

City of Chester

William Payne

City of Philadelphia

Gary Jastrzab

City of Camden	Edward Williams
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Joung Lee
Pennsylvania Division	Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfler
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas J. Coleman, Esq.
<u>DVRPC Staff:</u>	
John J. Coscia, Donald Shanis, William Greene, Thabet Zakaria, John Ward, Elizabeth	

Schoonmaker, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Robert Hannigan
New Jersey Department of Transportation	Brian Cuccia
Delaware River Joint Toll Bridge Commission	Roger Sager
South Jersey Port Corporation	William Krebs
Cross County Connection Transportation Management Association	William Ragozine
Center City District	Barbara Thomson

**Call to Order**

Joanne R. Denworth, Chair, called the meeting to order at 10:38 a.m.

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of February 22, 2005 and March 9, 2005**

On a **motion** by Mr. Barnes, seconded by Mr. Griffith, the minutes of the meeting of February 22, 2005 and the special Board Meeting of March 9, 2005 were approved as distributed.

Chair Denworth then announced she would like to schedule a meeting of the Pennsylvania caucus to discuss the details of Governor Rendell’s proposal to “flex” additional federal highway funds to the Southeastern Pennsylvania Transportation Authority (SEPTA). The meeting was scheduled for April 28<sup>th</sup>, 2005 at 9:00 a.m. preceding the regular Board meeting.

John J. Coscia, Executive Director, added that it is very important for all Board members and alternates to attend the Pennsylvania Caucus meeting.

Mr. Coscia also pointed out the letter of March 14, 2005 (distributed to the Board) to Chair Denworth thanking the Board members for the positive vote to “flex” the additional highway funds to SEPTA.

**2. Transportation Improvement Program (TIP) Actions**

Donald Shanis, DVRPC staff, briefed the Board on the following TIP Actions:

a. TIP Action NJ05-11a: US 130 and Neck Road Intersection, Burlington County

Burlington County has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a new project to the Study and Development Program, the US 130 and Neck Road Intersection. \$350,000 would be drawn from the Local Scoping Line item (DB #X80B) which is set up to provide federal funds directly to member agencies for advancing projects through stages in the scoping process including environmental and engineering phases. The goal of the scoping process is to develop a solution to a defined problem in hopes of determining eligibility for a project to advance onto the Highway Program of the TIP. Problems result from the inability of high volumes of truck traffic to safely access the New Jersey Turnpike and I-295 from nearby warehouses and the Haines Industrial Park. Currently traffic must travel a several mile trip southbound on Route 130 to Burlington City in order to reverse direction. A jughandle proposed at US 130 and Neck Road and will serve trucks leaving facilities located along the southbound side of Route 130 to make a u-turn to travel northbound to access either the New Jersey Turnpike or I 295.

Financial Constraint will be maintained as this project will draw funds from the Local Scoping Line Item, DB #X80B and the TIP's conformity finding will not be impacted as this project is exempt.

b. TIP Action NJ05- 11b: Egg Harbor Road CR 630, from Hurffville-Grenloch Road to Hurffville-Cross Keys Road, Gloucester County

Gloucester County has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a new project to the Study and Development Program, the Egg Harbor Road, Hurffville-Grenloch Road to Hurffville-Cross Keys Road project. \$350,000 would be drawn from the Local Scoping Line item (DB #X80B). The County intends to determine a solution to reduce congestion and provide better traffic flow for approximately 2.5 miles between Hurffville-Grenloch Road and Hurffville-Cross Keys Road, including investigating the feasibility and potential impacts of widening Egg Harbor Road. Washington Township has experienced significant population growth and Egg Harbor Road provides the direct link from Route 55 interchange on Route 47 near Five Points to the heart of Washington Township at the junction of Hurffville-Cross Keys Road. The roadway narrows down from a four lane roadway with auxiliary lanes during this stretch of roadway.

Financial Constraint will be maintained and the TIP's conformity finding will not be impacted as this project is exempt.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Actions NJ05-11a and NJ05-11b.

Favorable recommendation was also received from the Regional Citizens Committee

(RCC) that the Board approve TIP Actions NJ05-11a and NJ05-11b. The RCC also notes that for TIP Action NJ05-11a that bicycle/pedestrian safety is an issue in this area and for TIP Action NJ05-11b the committee believes that this area needs to continue to provide for bicycle facilities along the road, and the scope of the project should reflect this. A portion of the Egg Harbor Road extension has been already been widened and there is no bicycle access. However, bicycle access exists on the two lane portion which will be widened and the RCC recommends that this access be retained.

Mr. Coscia responded that bicycle/pedestrian safety will be considered in the development of the scope for TIP Action NJ05-11a and the RCC recommendations for the Egg Harbor Road extension will be forwarded to PENNDOT.

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

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

- (1) TIP Action NJ05-11a: Burlington County's request to add a new project to the Study and Development Program, the US 130 and Neck Road Intersection, drawing \$350,000 from the Local Scoping Line Item X80B.
- (2) TIP Action NJ05-11b: Gloucester County's request to add a new project to the Study and Development Program, the Egg Harbor Road, Hurffville-Grenloch Road to Hurffville-Cross Keys Road project, drawing \$350,000 from the Local Scoping Line Item X80B.

Motions carried with one **abstention** from Jerald R. Cureton, Esq., Burlington County for TIP Action NJ05-11a.

c. TIP Action PA05-15a: Market Street Bridge Pedestrian Enhancement, Philadelphia

The City of Philadelphia on behalf of the Schuylkill River Development Corporation (SRDC) has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP with \$250,000 specially earmarked DEMO funds for the Market Street Bridge Pedestrian Enhancement project (MPMS #72793). SRDC is the sponsor for the project which will add pedestrian enhancements to the Market Street Bridge over the Schuylkill River including improved lighting, balustrades, signage, and a portal to the Schuylkill River Park entrance. Design is underway, and this request will program \$250,000 for construction in FY05. DEMO funding has been provided through FHWA Section 115 funds which require no local match.

Financial Constraint will be maintained as these are specially earmarked DEMO funds and the TIP's conformity finding will not be impacted by this amendment as

this project is exempt.

d. TIP Action PA05-15b: North Delaware River East Coast Greenway (formerly Kensington and Tacony Trail), Philadelphia

The City of Philadelphia on behalf of the Pennsylvania Environmental Council (PEC) has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by programming \$750,000 specially earmarked DEMO funds for the North Delaware Riverfront Greenway project (MPMS #61712 formerly known as the Kensington and Tacony Trail) and changing the name of the project. The PEC is the sponsor for the project which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four major sections, which roughly run from the most southern portion (Section 1) near Allegheny Avenue and the Tioga Marine Terminal to the most northern portion (Section 4) near Pleasant Park and Linden Avenue in Northeast Philadelphia, with hopes of ultimately connecting to other East Coast Greenway projects in Bucks County. \$450,000 of the \$750,000 will be used for construction of Section 2 of the project which has been known as the Kensington and Tacony Trail which runs for approximately 1.8 miles following the abandoned Kensington and Tacony rail track along the Delaware River roughly between the Old Frankford Creek and Milnor Street. This section is the most advanced, is currently in design, and also has \$500,000 of TE funds programmed for construction. \$300,000 of the \$750,000 DEMO funds will be used for design of Section 4 which starts at the edge of Pennypack Creek, follows along the Delaware River, and proceeds along the southern edge of the Fire Academy ending near Pleasant Park and Linden Avenue. \$750,000 DEMO funding has been provided through FHWA Section 115 funds which require no local match. The project name and description will be changed to the North Delaware Riverfront Greenway project (MPMS #61712) to incorporate all four sections of the trail.

Financial Constraint will be maintained as these are specially earmarked DEMO funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the PCC/RTC to approve TIP Actions PA05-15a and PA05-15b.

Favorable recommendation was also received from the RCC for TIP Actions PA05-15a and PA05-15b. However, the RCC feels it is imperative that TIP Action PA05-15b be noted as part of the East Coast Greenway.

Mr. Coscia responded that the RCC recommendations will be forwarded to the City of Philadelphia for their consideration.

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

**MOTION** by Mr. Jastrzab, seconded by Mr. Shaffer, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-15a: The City of Philadelphia's request to amend the

FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Market Street Bridge Pedestrian Enhancement project (MPMS #72793) to the TIP with \$250,000 specially earmarked Section 115 DEMO funds for construction in FY05.

- (2) TIP Action PA05-15b: The City of Philadelphia's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by changing the name of the Kensington and Tacony Trail project to the the North Delaware Riverfront Greenway project (MPMS #61712) and programming \$750,000 specially earmarked Section 115 DEMO funds for design and construction.

e. TIP Action PA05-16: South Street Bridge Detour, New Proposed Project, Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the South Street Advanced Contract Detour Signal Project (MPMS #72847), into the TIP with \$400,000 (\$320,000 STP funds/\$80,000 Local match) for an FY05 preliminary engineering phase. The South Street Bridge reconstruction project (MPMS # 17724) is scheduled for construction in FY2007, during which time the bridge will be closed and traffic will be detoured for approximately 17 months. The purpose of the detour project is to design and construct a signal interconnect system that will minimize the disruption on the neighborhoods affected by increased traffic during the South Street Bridge reconstruction process.

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. This project will be included in subsequent regional emissions analysis as required by section 93.128 of the current conformity rule.

Favorable recommendation was received from the PCC/RTC to approve TIP Action PA05-16.

Favorable recommendation was also received from the RCC to approve TIP Action PA05-16 with the following comment. Although funding is coming from other pedestrian projects, there is no mention of bicycle/pedestrian issues in this TIP Actions's scope of work. Additionally, the bicycle Coalition of Philadelphia should be consulted on this project.

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

**MOTION** by Mr. Jastrzab, seconded by Mr. Fulton, that the Board approve TIP Action PA05-16, the City of Philadelphia's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding South Street Advanced Contract Detour Signal Project (MPMS #72847), into the TIP

with \$400,000 (\$320,000 STP funds/\$80,000 Local match) for an FY05 preliminary engineering phase.

f. TIP Action PA05-17: Valley Green Road Bridge, New Proposed Project, Montgomery County

Montgomery County has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Valley Green Road Bridge replacement Project (MPMS #72355), into the TIP with \$500,000 (\$400,000 federal bridge funds/\$75,000 State/\$25,000 Local match) for an FY05 preliminary engineering phase. The heavily traveled bridge across the Wissahickon Creek in Whitemarsh was temporarily closed for some stop gap repairs and now allows a restricted three ton weight limit. The county hopes to provide new pedestrian access on the bridge which would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge. Final design, right of way, and construction are estimated at \$2 million for later fiscal years.

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

Favorable recommendation was received from the PCC/RTC for approval of TIP Action PA05-17.

The RCC recommends that the Board **not** approve TIP Action PA05-17. The existing Valley Green Bridge over Wissahickon Creek is an early through-truss highway bridge built in 1884. It is historic and distinctive in technology and architecture and should not be destroyed. Other alternatives should be considered including:

- (1) Build a new bridge at another location in order to preserve the bridge in its current location.
- (2) Consider if a bridge is needed at all. Can the Valley Green Road be sequestered?
- (3) The bridge super-structure should be carefully dismantled and relocated where it can continue to serve usefully as a ped-bike bridge, possible across the same stream.
- (4) Is a road across a state park needed?

Mr. Coscia responded that the RCC's recommendation will be forwarded to PENNDOT for consideration. Mr. Coscia continued to say that the bridge is very old and heavily traveled. A bridge is needed, however, some of the RCC suggestions may be appropriate.

Leo Bagley, Montgomery County, commented that this bridge is County owned. Environmental issues will be examined and this process is designed to accommodate all concerns. Public meetings will be held and public input will be

considered for this project.

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

**MOTION** by Mr. Bagley, seconded by Mr. Shaffer, that the Board approve TIP Action PA05-17, Montgomery County's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Valley Green Road Bridge project (MPMS #72355) to the TIP with (\$400,000 federal bridge funds/\$75,000 State/\$25,000 Local match) for a FY05 preliminary engineering phase and that the Board consider and forward to PENNDOT the recommendations of the Regional Citizens Committee for this project.

g. TIP Action PA05-18a: Traffic Control Center and ITS Systems Maintenance, New Proposed Project, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Traffic Control Center and ITS Systems Maintenance Project (MPMS #72837), into the TIP with \$500,000 (\$400,000 CMAQ funds/\$100,000 State match) for an FY05 preliminary engineering phase. This action breaks out 50% of the funding in an existing TIP project (Traffic Control Center Expansion project, MPMS #69804), and creates a new project for just the equipment maintenance activity of the center. Funds for the operational staffing would remain in MPMS #69804. The original scope of the existing Traffic Control Center Expansion project was for a combination of the device/communications maintenance and inclusion of additional staffing for the operations center to provide 24 hour a day/7 days a week service.

Financial Constraint will be maintained as funds for the Traffic Control Center and ITS Systems Maintenance Project (MPMS #72837) will be drawn from MPMS #69804. The TIP's conformity finding will not be impacted by this amendment as this project is exempt.

h. TIP Action PA05-18b: Merion Avenue Bridge, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Merion Avenue Bridge project (MPMS #16180), with \$250,000 (200,000 State/\$50,000 Local match) for final design and \$2.2 million (\$1.760 million federal Bridge/\$330,000 State/\$110,000 Local) for utilities in FY05, with construction programmed in later fiscal years. Construction (approximately \$5 million) will be noted on the April fiscal constraint chart. This project has been included in previous TIP's but was not carried over into the FY05 program while design and utility issues were resolved. The bridge crosses over Amtrak and SEPTA R5 rail lines in Lower Merion Township.

Financial constraint will be maintained by making adjustments to other existing

TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

i. TIP Action PA05-18c: Church Road Bridge Over R5, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Church Road Bridge project (MPMS #16155), with \$375,000 (300,000 State/\$75,000 Local match) for final design and \$2.2 million (\$1.760 million federal Bridge/\$330,000 State/\$110,000 Local) for utilities in FY05, with construction programmed in later fiscal years. Construction (approximately \$5 million) will be included in the next fiscal constraint chart. This project has been included in previous TIP programs but was not carried over into the FY05 program while design and utility issues were resolved. The bridge crosses over Amtrak and SEPTA R5 rail lines in Lower Merion Township.

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

j. TIP Action PA05-18d: PA 309 Cheltenham Avenue to Church Road, Montgomery County

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the FY05 construction phase of the Route 309 Reconstruction Project, Section 102 between Cheltenham Avenue and Church Road by \$12.513 million (\$10.010 million federal highway funds/\$2.503 million state match) due to a higher than expected construction bid. The cost increase covers items such as higher paving, mobilization, bridge removal, and earthwork costs. This would bring the total estimated construction cost for this section to \$87.355 million.

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

Favorable recommendation was received from the PCC/RTC for TIP Actions PA05-18a, PA05-18b, PA05-18c, and PA05-18d.

Favorable recommendation was received from the PCC/RTC for TIP Actions PA05-18a, PA05-18b, PA05-18c, and PA05-18d with the following comments:

TIP Action PA05-18a - The RCC requests a presentation on traffic control and ITS, so that members may better understand the true value of the Traffic Control Center.

TIP Action PA05-18b and PA05-18c - The RCC requests that the project be

expanded to allow road improvements for bicyclists and pedestrians, using standard size sidewalks with sufficient width.

TIP Action PA05-18d - The RCC asks that the restoration of access to the rail trail (Plymouth Branch/West Haws Lane) be added to the project.

Mr. Coscia responded that a presentation to the RCC on traffic control and ITS will be scheduled with PENNDOT, District 6. The additional recommendations will be forwarded to PENNDOT for their consideration.

Mr. Bagley, also responded to the RCC and commented that an alternate trail plan has been developed with reference to TIP Action PA05-18d.

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

**MOTION** by Mr. Bagley, seconded by Mr. Fulton, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-18a - PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Traffic Control Center and ITS Systems Maintenance Project (MPMS #72837), into the TIP with \$500,000 (\$400,000 CMAQ funds/\$100,000 State match) for an FY05 preliminary engineering phase.
- (2) TIP Action PA05-18b - PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Merion Avenue Bridge project (MPMS #16180), with \$250,000 (200,000 State/\$50,000 Local match) for final design and \$2.2 million (\$1.760 million federal Bridge/\$330,000 State/\$110,000 Local) for utilities in FY05, with construction programmed next year and shown in the next constraint chart.
- (3) TIP Action PA05-18c - PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Church Road Bridge project (MPMS #16155), with \$375,000 (300,000 State/\$75,000 Local match) for final design and \$2.2 million (\$1.760 million federal Bridge/\$330,000 State/\$110,000 Local) for utilities in FY05, programmed next year and shown in the next constraint chart.
- (4) TIP Action PA05-18d - PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing the FY05 construction phase of the Route 309 Reconstruction Project, Section 102 between Cheltenham Avenue and Church Road by \$12.513 million (\$10.010 million federal highway funds/\$2.503 million state match).

**3. Approval of the Work Programs for the FY 2006 Pennsylvania Mobility Alternatives Program (MAP)**

Dr. Shanis explained to the Board that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand

Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. At PENNDOT's request, the DVRPC Board is being asked to review and approve the individual work programs (distributed

to the Board), which gives a description of the work which will be undertaken in FY 2006.

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the maximum of \$67,450 each. The City of Philadelphia Office of Strategic Planning (successor to the Mayor's Office of Transportation) plans to subcontract with the Clean Air Council, and has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations, and Marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

This project will not alter the region's conformity finding since the project is exempt.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve the FY 2006 MAP Work Programs for Pennsylvania.

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

**MOTION** by Mr. Shaffer, seconded by Mr. Jastrzab, that the Board approve the FY 2006 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, the City of Philadelphia, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

4. **Approval of Pennsylvania Home Town Streets / Safe Routes to School (HTS/SRS) Projects (2004-2005) for Inclusion in the DVRPC Transportation Improvement Program (TIP)**

Dr. Shanis briefed the Board and explained that PENNDOT has allocated \$16 million in Home Town Streets and Safe Routes to School (HTS/SRS) funds over the next four years to the DVRPC region. Additionally, \$62 million in statewide discretionary funds is also available for projects statewide during this same period. A regional competition began in 2004 with applications due on-line by August 1, 2004.

Fifty-six eligible applications were received. Each was reviewed and scored based on criteria established by the selection committee comprised of PENNDOT, District 6-0, the county (in which the project was located), and the RCC. The scores were standardized and normalized, then a ranked list was considered by the selection committee on October 1, 2004. The selection committee developed its recommendations from the list and forwarded them to PENNDOT.

In October 2004 the Board approved a set of projects for funding and sent this recommended list of projects to PENNDOT. The Board also approved sending a list of projects to be funded by a set-aside for the Secretary of Transportation to award for projects of statewide significance.

PENNDOT recently approved the entire list of new regional projects submitted by the DVRPC. PENNDOT also approved three of the recommended projects for discretionary funding along with five additional projects.

Distributed to the Board was a list showing 11 HTS and four SRS projects selected for DVRPC regional FHWA funding (\$9,563,721). In addition, seven HTS and one SRS project of regional significance were selected for the Secretary's discretionary FHWA funding (\$7,217,098).

Favorable recommendation was received by the PCC/RTC and the RCC that the Board approve the Pennsylvania Home Town Streets / Safe Routes to School Projects.

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

**MOTION** by Mr. Bagley, seconded by Mr. Cureton, that the Board amend the FY 2005 Transportation Improvement Program by programming the available funding for the Home Town Streets and Safe Routes to School Programs with individual projects broken out and assigned MPMS #'s at the appropriate time.

5. **Approval and Release, for Conformity Testing, the Draft Fiscally-Constrained**

**Set of Transportation Projects for Development of the *Destination 2030 Long Range Plan*.**

Michael Boyer, DVRPC staff, explained to the Board that as part of the 2030 Long Range Plan development process, DVRPC staff identified a set of candidate projects to be included in the 2030 Long Range Plan. The candidate list only considered projects of major regional significance. *Major Regional Projects* have an impact on regional travel patterns or are types of projects that highlight Plan policies or strategies. Smaller scale projects, such as isolated intersection improvements, signal system interconnection projects and bridge replacements are considered consistent with the Long Range Plan, but typically do not provide major regional impacts. Therefore, they are not specifically listed in the Plan document.

The candidate list of projects was comprised of: (1) projects and studies from the *Horizons 2025* Long Range Plan; (2) projects that came from corridor and technical studies; and (3) recommendations from member governments and operating agencies. The Pennsylvania and New Jersey RTC Subcommittees have evaluated the list of candidate projects and have selected a subset of projects that fit within the fiscal-constraint of the Long Range Plan as determined by the Financial Plan. The RTC Subcommittees are comprised of county government, state departments of transportation, transit operating agencies, port authority and Regional Citizen Committee representatives.

As part of the project selection process, DVRPC staff analyzed over 210 candidate projects to determine how well each project met the various goals of the Plan. The RTC Subcommittees were then provided the evaluation summary to consult during project selection. The fiscally-constrained project sets (distributed to the Board) for Pennsylvania and New Jersey will be used to determine the Plan's conformity with regional air quality requirements.

Candidate projects that were not selected for the fiscally-constrained set of projects will be placed on the Aspirations Plan. The Aspirations Plan will be included in the 2030 Plan document as a separate list of regional priorities that are not able to be funded within this iteration of the Long Range Plan.

Favorable recommendation was received from the PCC/RTC for the Board to approve the release of the draft fiscally-constrained set of transportation projects for the development of the *Destination 2030 Long Range Plan*.

The RCC believes that it is unable to rank the transportation projects as submitted by the RTC because there are no justifications, descriptions, or explanations regarding the value of each project. This applies to both operational improvements and new capacity for both highway and especially transit. However, the committee has made an initial effort to rank projects (list distributed to the Board and attached as part of these minutes).

The RCC also stressed that highway safety was very low on the list. The RCC

wants more emphasis placed on safety, the environment, linking transit to land use and economic goals. The RCC will meet again to rank the projects and weight the areas which they heavily favor.

The RCC opposes the PCC/RTC recommendation to substitute the Broad Street Subway Extension for the Northeast Rapid Transit project because the Broad Street project has not been studied.

Mr. Coscia commented that the updated Long Range Plan must be adopted at the June Board meeting. The projects must be submitted for conformity analysis and the Plan must go to public hearings. With this deadline, there would not be time for another ranking of projects from the RCC. Mr. Coscia respectfully suggested that the RCC continue their ranking process and, during the public outreach period, submit their recommendations for Board consideration.

Mr. Coscia also responded that the City of Philadelphia did favor the Northeast Rapid Transit project, however, the Broad Street Subway was the highest priority.

Gary Jastrzab, City of Philadelphia, commented that even the City is strongly in favor of the Northeast Rapid Transit, however, due to fiscal constraints, it did not seem to be a realistic option at this time. Funding will continue to be pursued for the Northeast project, however, for the specific 2030 process it was decided to select a project which seems more achievable. The Northeast project will remain on the Aspirations List.

Mr. Jastrzab explained that the mile plus extension of the Broad Street Subway would take the current end of the line (Pattison Avenue) and extend it to the Navy Yard which is being redeveloped.

Lynn Bush, Bucks County, complimented the staff on their work to link transportation and land use.

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

**MOTION** by Ms. Bush, seconded by Mr. Carten, that the Board approve and release, for conformity testing, the draft fiscally-constrained set of transportation projects for development of the *Destination 2030 Long Range Plan*.

**6. Proposed Amendment to the Tri-County Water Quality Management Plan - Camden County Wastewater Management Plan Amendment for Chesilhurst Borough, Waterford Township and Winslow Township, Camden County**

Mr. Coscia briefed the Board on the proposed amendment to the Tri-County Water Quality Management Plan and explained that 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 complete.

The amendment is a Camden County Wastewater Management Plan Amendment and will increase the flow allocations for Chesilhurst Borough, Waterford Township, and Winslow township to the Camden County Municipal Utility Authority's (CCMUA) treatment plant.

The currently approved allocations are lower than the actual build-out potential of the three municipalities, due to concerns about inter-basin transfers. Flow allocations were capped to a collective limit of 1.2 million gallons per day (MGD). Regular stream flow monitoring was done to make sure that the net exploration of water did not adversely affect stream flow levels. Thus far, there have been no reported reductions in stream flow levels.

The three municipalities are within Future Growth Areas and Rural or Agricultural Areas and each has a previously approved sewer service area within it. There is no proposed expansion of the sewer service area within any of these municipalities.

The Tri-County Water Quality Management Board recommends approval of this amendment

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

**MOTION** by Mr. Griffith, seconded by Mr. Barnes that the Board approve the Proposed Amendment to the Tri-County Water Quality Management Plan entitled Camden County Wastewater Management Plan Amendment for Chesilhurst Borough, Waterford Township and Winslow Township, Camden County by passing Resolution No. B-FY05-006 (copy attached).

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

Warren Strumpfler, RCC Vice Chair commented that the RCC would meet in the near future and continue to rank the projects for the *Destination 2030 Long Range Plan* and accept the recommendation to present the list at the public hearings as a viable option.

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

- a. DVRPC Annual Dinner, June 7, 2005, Four Seasons Hotel, Philadel

Mr. Coscia announced the awardees for the DVRPC Annual Dinner scheduled for June 7, 2005 as follows:

- (1) New Jersey Elected Official of the Year:  
The Honorable **John J. Burzichelli**, New Jersey Assembly
- (2) Pennsylvania Elected Official of the Year:  
The Honorable **Carole A. Rubley**, Pennsylvania House of Representatives
- (3) New Jersey Regional Leader of the Year:  
The Honorable **Jack Lettiere**, Commissioner, New Jersey Department of Transportation
- (4) Pennsylvania Regional Leader of the Year -  
**Meryl Levitz**, President and CEO, Greater Philadelphia Tourism Marketing Corporation
- (5) New Jersey Transportation Project of the Year:  
New Jersey Transit **River LINE**
- (6) Pennsylvania Transportation Project of the Year:  
PENNDOT, District 6 **Traffic Control Center**
- (7) New Jersey Special Recognition Award:  
**Route 130 Corridor Vision for Revitalization**
- (8) Pennsylvania Special Recognition Award:  
**Philadelphia Naval Business Center**

Mr. Coscia also commented that the Transportation and Community Development Initiative (TCDI) new grant recipients will be announced at the dinner.

Mr. Coscia urged all Board members and alternates to RSVP for the dinner as soon as possible.

b. Status of DVRPC Office Relocation

Mr. Coscia announced that in early April postcards with DVRPC's new address will be mailed. A flyer on parking locations will also be distributed in the near future.

Mr. Coscia also reported that construction of our new space is going well and is on schedule.

## 9. Committee Reports

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;

(2) Information Resource Exchange Group; and (3) Regional Aviation Committee.

Roger Moog, DVRPC staff, commented that aviation projects will be submitted as part of the *Destination 2030 Long Range Plan*, however the funds will not be highway or transit constrained. The city is now contemplating rebuilding the entire Philadelphia International Airport and other numerous enhancements in our region are being considered and will be represented in the plan.

## **10. One Minute Reports**

Mr. Cureton, commented that the traffic in our region on the I-95 corridor and the Schuylkill Expressway is considered very slow and congested, however, in his recent trip to Florida, I-95 in Miami and West Palm Beach is much, much worse. Mr. Cureton believes that our region is far better than most of the country.

## **OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business the meeting was adjourned at 12:11 p.m.

### Attachments:

- (1) Resolution No. EC-FY05-006
- (2) PCC/RTC Recommendations to the Board for March 24, 2005
- (3) RCC Recommendations to the Board for March 24, 2005

### Additional Documents Distributed to the Board:

- (1) *Alert*, March 2005
- (2) *TravelSmart*, March 2005
- (3) DVRPC Regional Data Bulletin entitled: *Population and Employment Estimates, 2000-2030 Nine-county DVRPC Region*
- (4) DVRPC Brochure entitled: *Destination 2030 ... A Vision for the Future*
- (5) DVRPC Report entitled: *Realizing Density - Strategies for Compact Suburban Development*

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of March 24, 2005**

Location: Commission Officer  
Bourse Building, 8<sup>th</sup> Floor  
111 S. Independence Mall, East  
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	Herman Volk
Pennsylvania Department of Transportation	Thomas TenEyck
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	(not represented)
Pennsylvania Governor's Appointee	(not represented)
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Counties	Lynn Bush
New Jersey Counties	J. Douglas Griffith
City of Camden	Edward Williams
City of Philadelphia	Gary Jastrzab

Guests

Pennsylvania Department of Transportation	Robert Hannigan
New Jersey Department of Transportation	Brian Cuccia
Chester County	William H. Fulton
Delaware County	Thomas Shaffer
Montgomery County	Leo Bagley
Burlington County	Jerald R. Cureton, Esq. Carol Ann Thomas

Camden County	J. Douglas Griffith
Gloucester County	Charles E. Romick
City of Chester	William Payne
City of Trenton	Andrew Carten
Federal Highway Administration New Jersey Division	Joung Lee
Pennsylvania Division	Spencer Stevens
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Jerry Lutin
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Delaware River Joint Toll Bridge Commission	Roger Sager
South Jersey Port Corporation	William Krebs
Cross County Connection Transportation Management Association	William Ragozine
Center City District	Barbara Thomson
Regional Citizens Committee Chairman	Warren Strumpfler
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Timothy J. Carson, Esq.
New Jersey Co-Counsel	Thomas J. Coleman, Esq.

DVRPC Staff:

John J. Coscia, Donald Shanis, William Greene, Thabet Zakaria, John Ward, Elizabeth Schoonmaker, Candace Snyder, and Jean McKinney.

**Call to Order**

Joanne R. Denworth, Chair, called the meeting to order at 1211 p.m.

## Call to Order

### 1. Minutes of Meeting of February 22, 2005

On a motion by Mr. Barnes, seconded by Mr. Bush, the minutes of the meeting of February 22, 2005 were approved as distributed.

### 2. Contract Authorization

#### a. Delaware County Transit Map

John J. Coscia, Executive Director, explained that SEPTA published a transit map of Delaware County and the Main Line in 1992. This map has been out-of-date for several years, and with the completion of the latest round of SEPTA route changes and the establishment of new routes will be out-of-date to an even greater degree. The major changes in Delaware County bus service present a great opportunity to publish a new transit map for Delaware County and adjacent areas, such as the Main Line. Accompanying the map would be a comprehensive guide to using SEPTA service. This guide would include information on fares, schedules, and other related services, such as those provided by the Delaware County Transportation Management Association and Amtrak. The selected consultants will create the graphic layout and provide printing services for the Delaware County Transit Map.

A total of \$60,000 is allocated for the above contract from available funds in the FY 2005 Pennsylvania Transit Support Program.

A consultant selection committee comprised of representatives from the Delaware County Planning Commission, SEPTA and the Delaware Valley Regional Planning Commission (DVRPC) was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The committee recommends approval to contract with Steve Spindler Cartography for the transit map graphics work. The same selection committee will meet to select the consultant for the printing of the map and asks approval to contract with the selected firm.

The Executive Committee unanimously adopted the following **motion**:

**MOTION** by Ms. Bush, seconded by Mr. Williams, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the Steve Spindler Cartography for the transit map graphics work and the selected firm for the printing of the transit map. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firms.

b. Regional Air Service Demand Study

Roger Moog, DVRPC staff, explained that the purpose and key objectives of the DVRPC Study are to provide an analysis and assessment of Trenton Mercer (TTN), Atlantic City (ACY), and Lehigh Valley (ABE) to determine their capacity to provide air service in the New York metropolitan region; to provide the airports with passenger demographic and demand data to aid in their efforts to improve their economic competitiveness; and to provide the FAA with a usable data set for further regional analyses. The Study will develop forecasts of aviation activity at the three commercial airports out to the year 2025.

This data collection effort is essential, as it will generate the necessary baseline information to assist in providing the highest levels of service to air passenger customers in the Southern portion of the Port Authority market area.

The overall study will involve three separate contracts administered by The New York State Department of Transportation, The Port Authority of New York and New Jersey (PANYNJ), and DVRPC. Analyses, data compilation, and summaries for all three contracts must be compatible, consistent, and have a common presentation.

The total contract amount will be for \$611,911. A total of \$338,900 is currently allocated for the above contract from available funds in the FY 2005 Work Program from the FAA. The grant agreement with FAA is in the process of being amended to provide the balance of the funding (\$273,011).

A consultant selection committee comprised of The Port Authority of New York and New Jersey and the Delaware Valley Regional Planning Commission was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The committee recommends approval to contract with Parsons Brinckerhoff Quade & Douglas, Inc.

The Executive Committee unanimously adopted the following **motion**:

**MOTION** by Mr. Barnes seconded by Mr. Griffith that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Parsons Brinckerhoff Quade & Douglas, Inc. for the Regional Air Service Demand Study.

3. Lease Agreement with General Electric Capital Corporation

Timothy J. Carson, Pennsylvania Co-Counsel explained that Advanced Audio Visual Sales, Inc. was selected to provide the audio visual system for the Commission's new conference center and are seeking to finance this procurement, utilizing tax advantaged financing available through General Electric Capital Corporation. Executive Committee authorization is needed for this lease agreement.

A total of \$117,903 in audio-visual hardware and software will be financed through

General Electric Capital Corporation. This lease will be for five years, with a \$1 buy-out at the end of the lease term for the Commission to take ownership of the audio-visual system.

The Executive Committee unanimously adopted the following **motion**:

**MOTION** by Mr. Barnes, seconded by Ms. Bush, that the Executive Committee authorize the Executive Director to do any and all such acts and to execute all documents and instruments as may, in his discretion, be necessary or desirable to implement or comply with the intent of Resolution No. EC-FY05-002 (copy attached).

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

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