

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of July 28, 2005

Location: American College of Physicians Building
Board Room, 9th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Brent Barnes

New Jersey Governor's Appointee

(not representative)

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

Larry M. King

Bucks County

Lynn Bush

Chester County

Carol Aichele
William H. Fulton

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann Thomas

Camden County

Thomas J. Gurick
Edward Fox

Gloucester County

William M. Krebs

Mercer County

Donna Lewis

City of Chester

(not represented)

City of Philadelphia	(not represented)
City of Camden	Edward Williams
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Joung H. Lee
Pennsylvania Division	(not represented)
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	Herman Volk
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	(not represented)
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	Dennis Winters
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Elizabeth Witmer
New Jersey Co-Counsel	Thomas J. Coleman

DVRPC Staff:

John J. Coscia, Donald Shanis, Barry Seymour, William Greene, Thabet Zakaria, Chick Dougherty, Richard Bickel, Elizabeth Schoonmaker, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca
New Jersey Department of Transportation	Brian Cuccia
Delaware County	Chris Gallagher
Gloucester County	Jessica Sanridge
Delaware River Port Authority	James McQuilkin
Delaware River Joint Toll Bridge Commission	Roger Sager
Cross-County Connection Transportation Management Association	William Ragozine

Call to Order

Thomas J. Gurick, Chair, called the meeting to order at 10:50 a.m. Chair Gurick presented a plaque to Joanne R. Denworth for her outstanding leadership and contributions as Board chair of DVRPC for Fiscal Year 2005.

Ms. Denworth thanked the Board and commented that her tenure as Board Chair and working with the DVRPC staff, the member governments and the operating agencies was thoroughly enjoyable.

Chair Gurick then introduced and welcomed William M. Krebs, Gloucester County Freeholder.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of June 23, 2005

On a **motion** by Mr. King, seconded by Mr. Williams, the minutes of the meeting of June 23, 2005 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

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

a. TIP Action NJ05-16: Burlington Light Rail Link Shuttle, Burlington County

Burlington County has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a project into the TIP, the BurLink Service (DB #D0402) (Burlington County Light Rail Link Shuttle), for additional capital and operating expenses. Burlington County's request is for \$700,000 CMAQ in FY05. Funds would be used for \$35,000 of capital improvements for the three buses purchased for the service, and two years of operating assistance at \$332,500 for each year. Burlington County will cover the remaining operating costs totaling \$308,000 during the next two years.

The first year of operations funding for this service was provided by the DVRPC Competitive CMAQ Program which awarded \$750,000 in the spring of 2003 to this service. The shuttle provides service to the Cinnaminson and Palmyra River Line Stations in Burlington County and has continued to gain ridership. Currently an average of 103 riders per day from Cinnaminson, Palmyra, Delran, Maple Shade, Moorestown, and Mt. Laurel are served. During the CMAQ Competitive Program approximately \$800,000 was "left on the table" for possible cost increases, or additional requests to selected projects. \$770,000 CMAQ in FY05 is currently programmed in the DVRPC CMAQ Line Item (DB #X065) and is available for use.

Financial constraint will be maintained as this project would draw down CMAQ funds available in the DVRPC Competitive CMAQ Program Line Item (DB #X065).

The TIP's conformity finding will not be impacted by this amendment as this project is exempt.

b. TIP Action NJ05-17: Employment Shuttle - Pennsauken Industrial Park, Various Counties

The South Jersey Transportation Authority has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a project into the TIP, the Employment Shuttle for the Pennsauken Industrial Park (DB #D0408) provided now by the South Jersey Transportation Authority (SJTA) but formerly under the auspices of the Camden County Improvement Authority (CCIA). SJTA's request is for \$66,000. Funds would be used for one year of operating expenses of expanded shuttle service. If the service is successful, the SJTA would hope to request funding for additional years.

Initial operations funding for this service was provided by the DVRPC Competitive CMAQ Program which awarded \$357,500 in the spring of 2003 for three years of operating expenses for three employment shuttles operated by the CCIA, including service to the Pennsauken Industrial Park. The operations unit of CCIA has since been transferred to the SJTA, and the SJTA is proposing to expand the hours of the Pennsauken Industrial Park Shuttle. The expansion would provide an

additional four hours of service a day, and would run from 10 pm -2 am. The existing service provides transportation for workers to travel to the industrial park for the beginning of evening work shifts, but is not currently available to get them home. The expansion would enable workers to use transit service for evening work shifts by allowing access to either the last run of the Riverline rail service, or directly into Camden after the Riverline stops running. The shuttle provides service between the Route 73 Park Ride Riverline Station and Pennsauken Industrial Park five days a week and serves approximately 400 trips per week. During the CMAQ Competitive Program approximately \$800,000 was "left on the table" for possible cost increases, or additional requests to selected projects. \$770,000 CMAQ in FY05 is currently programmed in the DVRPC CMAQ Line Item (DB #X065) and is available for use.

Financial constraint will be maintained as this project would draw down CMAQ funds available in the DVRPC Competitive CMAQ Program.

The TIP's conformity finding will not be impacted by this amendment 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 NJ05-16 and NJ05-17.

The Regional Citizens Committee (RCC) was also in favor of Board approval for TIP NJ05-16 and NJ05-17 with an additional comment that for TIP Action NJ05-16 consideration should be given to a shuttle to provide service from the River Line via the Tacony Palmyra Bridge into Philadelphia.

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

MOTION by Ms. Thomas, seconded by Mr. Barnes that the Board approve the following TIP actions:

- (1) TIP Action NJ05-16: Burlington County's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by adding the BurLink Service (DB #D0402) into the TIP and programming \$35,000 CMAQ funds in FY05 for capital improvements and \$665,000 CMAQ in FY05 for two years of operating expenses, and
- (2) TIP Action NJ05-17: SJTA's request to amend the FY 2005 TIP for

New Jersey (FY2005-2007) by adding the Employment Shuttle for the Pennsauken Industrial Park (DB #D0408) into the TIP and programming \$66,000 CMAQ funds in FY05 for one year of operating costs for expanded service.

c. TIP Action PA05-34: Philadelphia Unemployment Project Vanpool, Various Counties

The Philadelphia Unemployment Project (PUP) received specially earmarked Job Access and Reverse Commute (JARC) funds during the FY05 Appropriations process and has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Philadelphia Unemployment Project (PUP) Vanpool. The earmark totals \$1,486,722 and requires a 50% match. PUP has secured matching funds totaling \$400,000 and proposes to start-up the service in FY05 by programming only a portion of the funding (\$400,000 JARC/\$400,000 Local Match), with which FTA concurs. The match is being provided by the Pennsylvania Departments of Labor and Industry, the Philadelphia Workforce Development Corporation (Public Welfare funds flow through this agency), and approved in-kind services. PUP will be required to provide quarterly reports to the FTA documenting service information (number of employers reached, cost per passenger, etc.), the same as SEPTA JARC funded sub-recipients. PUP has met with SEPTA and DVRPC to address issues of possible coordination between SEPTA JARC services, and the van pool program proposed by PUP.

This project will provide for a van pool service to provide transportation for city residents to suburban jobs as part of the Job Access and Reverse Commute Program (JARC). Funds will be used to purchase capital equipment (mini-vans) and for operations. A job developer will work to secure job placements for inner city workers, four riders would be assigned to each van with a head driver and a back-up driver, and a \$5 fee per day would be charged to each rider. The Philadelphia Unemployment Project (PUP) will collaborate with Philly CarShare for operations and maintenance of vehicles. PUP will primarily use the vehicles during the commuting week and will make them available to the Philly CarShare system during non-commuting times in exchange for operations and maintenance costs. PUP is a non-profit organization whose goal is to assist workers and families facing unemployment and poverty. They work to identify the mismatch between suburban job opportunities and concentrations of unemployed workers in the inner city.

Financial constraint will be maintained as this project is using specially earmarked JARC funds. These JARC funds are separate from JARC funds provided to SEPTA for Southeastern Pennsylvania and are new funds to the region.

The TIP's conformity determination will not be impacted by this amendment.

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

MOTION by Ms. Denworth, seconded by Ms. Lewis, that the Board approve TIP Action PA05-34, the request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Philadelphia Unemployment Project (PUP) Van Pool project with \$400,000 JARC/\$400,000 Local match in FY05.

d. TIP Action PA05-36a: I-95, Girard Point Bridge to Girard Avenue Modified Resurfacing, Philadelphia

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the I-95, Girard Point Bridge to Girard Avenue Modified Resurfacing project (MPMS #73864) by programming \$6 million of state funds for a FY06 construction phase. Current pavement conditions have deteriorated to the point where immediate attention is needed. Concrete patching, milling, crack seal, and overlay will be included in the project. The improvements will extend the life of the roadway for approximately 10 years.

Financial constraint will be maintained as this project is using 100% state funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

e. TIP Action PA05-36b: I-95, Delaware State Line to Bullens Lane Modified Resurfacing, Delaware County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the I-95, Delaware State Line to Bullens Avenue Modified Resurfacing project (MPMS #72998) by programming \$8.5 million of state funds for a FY06 construction phase. Current pavement conditions have deteriorated to the point where immediate attention is needed. Concrete patching, milling, crack seal, and overlay will be included in the

project. The improvements will extend the life of the roadway for approximately 10 years.

Financial constraint will be maintained as this project is using 100% state funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

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

MOTION by Mr. Krebs, seconded by Mr. Hayden, that the Board the following TIP Actions:

- (1) TIP Action PA05-36a: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the I-95, Girard Point Bridge to Girard Avenue Modified Resurfacing project (MPMS #73864) by programming \$6 million of state funds for construction in FY06; and
- (2) TIP Action PA05-36b: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the I-95, Delaware State Line to Bullens Lane Modified Resurfacing project (MPMS #72998) by programming \$8.5 million of state funds for construction in FY06.

f. TIP Action PA05-37a: Crozierville Road Bridge / New Road Over West Branch of Chester Creek, Delaware County

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a \$330,000 preliminary engineering phase to the Crozierville Road Bridge project (MPMS #47992) in Delaware County. The preliminary engineering phase for this existing TIP project was never authorized and the project is now ready to advance. PENNDOT's request is to program \$264,000 Federal Bridge funds/\$50,000 State/\$16,000 Local match in FY05. Utility, right of way and construction phases are currently programmed on the FY05 TIP. This project provides for replacement of this county-owned stone facade bridge built in 1931.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP's conformity finding will not be impacted by this modification as this project is exempt.

g. TIP Action PA05-37b: North Narberth Avenue Bridge Over Amtrak / SEPTA, Montgomery County

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a \$600,000 preliminary engineering phase to the North Narberth Avenue Bridge over Amtrak/SEPTA project (MPMS #64798) in Montgomery County in FY06. The preliminary engineering phase for this existing TIP project was never authorized. PENNDOT's request is to program \$480,000 Federal Bridge funds/\$90,000 State/\$30,000 Local match in FY06. Final design (\$320,000 Bridge/\$60,000 State/\$20,000 Local match would be shifted to FY07 to better accommodate the schedule. Utility, right of way and construction phases are currently programmed in Later Fiscal Years of the FY05 TIP. This project provides for bridge replacement.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP's conformity finding will not be impacted by this modification as this project is exempt.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA05-37a and PA05-37b.

The RCC recommended that the Board approve TIP Action PA05-37a, however notes that this project is adjacent to the future Chester Creek Trail. In addition, the committee requests that PENNDOT keep DVRPC updated on the status of bicycle/pedestrian accommodations on this project. The committee is concerned about the disconnect between PENNDOT and the counties regarding this level of information. The RCC also noted that DVRPC should have a system that tracks committee recommendations/questions on bicycle/pedestrian issues to see how bicycle/pedestrian issues are handled on each project in question.

The RCC also recommends that the Board approve TIP Action PA05-37b. In addition, the committee requests that PENNDOT keep DVRPC updated on the status of bicycle/pedestrian accommodations on this project. The committee is concerned about the disconnect between PENNDOT and the counties regarding this level of information. The RCC also noted that DVRPC should have a system that tracks committee recommendations/questions on bicycle/pedestrian issues to see how bicycle/pedestrian issues are handled on each project in question.

John J. Coscia, Executive Director, responded that the RCC recommendations will be forwarded to PENNDOT's bicycle coordinator who will interface with DVRPC staff and report to the RCC any proposed actions.

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

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

- (1) TIP Action PA05-37a: PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a FY05 preliminary engineering phase (\$264,000 Federal Bridge/\$50,000 State/\$16,000 Local match) to the Crozierville Road Bridge project (MPMS #47992); and
- (2) TIP Action PA05-37b: PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a FY06 preliminary engineering phase (\$480,000 Federal Bridge funds/\$90,000 State/\$30,000 Local match) in FY06 to the North Narberth Avenue Bridge over Amtrak/SEPTA project (MPMS #64798). Final design (\$320,000 Bridge/\$60,000 State/\$20,000 Local match) would be shifted to FY07.

h. TIP Action PA05-37c: PA 352, North Middletown Road at Penn State University, Delaware County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the PA 352, North Middletown Road at Penn State University project (MPMS #64823), with a \$225,000 state funded utility phase and a \$1.650 million state funded construction phase in FY05. The project appeared in the FY03 TIP, with preliminary engineering and right of way to be performed and funded locally. Design has been completed and the project is ready to advance to construction. This project provides for construction of a new intersection on PA 352 to accommodate new Penn State entrance and realign Old Middletown Road. This improvement would include PA 352 widening to provide a center turning lane and signaling the new intersection. Two existing flat angle intersections of North Old Middletown Road with North Middletown Road would be eliminated.

Financial constraint will be maintained as this project is using 100% state funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

i. TIP Action PA05-37d: Stanbridge Street Bridge, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Stanbridge Street Bridge project (MPMS #16218), with a \$220,000 state/\$55,000 local funded preliminary engineering phase in FY05. The project appeared in the FY03 TIP, but was never authorized and is now ready to advance. This bridge is located in Norristown Farm Park and is one of four bridges in the park that belong to Department of Conservation and Natural Resources (DCNR). DCNR will provide the local match.

Financial constraint will be maintained as this project is using 100% state funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

j. TIP Action PA05-37e: US 202, Section 700 Wetland Mitigation, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the US 202 Wetland Mitigation project (MPMS #50728), with a \$200,000 state funded utility phase in FY05 and a FY07 construction phase (\$7.3 million state). The project was previously added to the FY03 TIP, but never advanced to construction. This project provides for the wetland mitigation associated with the US 202, Section 700 project. Approximately 16 acres of wetland in Chalfont will be subject to mitigation efforts. The FY05 utility phase will provide funds to create three railroad crossings within the Chalfont parcel in order to provide access to the wetland site within the Neshaminy Creek watershed. Further, an additional 28 acres of wetland replacement will be provided within a 225 acre parcel near

Kansas Road in Warrington Township. The extensive acreage provides a large buffer area surrounding the wetland along the Neshaminy Creek. Construction includes grading, planting, and erosion and sedimentation control. Monitoring will be done for approximately ten years.

Financial constraint will be maintained as this project is using 100% state 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 that the Board approve TIP Actions PA05-37c, PA05-37d, and PA05-37e.

Favorable recommendation was received from the RCC that the Board approve TIP Action PA05-37c, however, the RCC notes that there is a definite need for pedestrian accommodations in this project. Pedestrians frequent a number of facilities in the immediate vicinity of the project, such as Lima Estates, Fair Acres Nursing Home, a Quaker Meeting Hall and private homes. Traffic calming measures, such as a roundabout, should be used to address hazards to pedestrians.

Mr. Coscia responded that the RCC recommendation for the pedestrian access will be forwarded to PENNDOT and a written response will be requested.

Favorable recommendation was received from the RCC that the Board approve TIP Action PA05-37d, however, the RCC seeks written assurance that clearances will allow for high/wide freight traffic and future electrification. Is this project worth doing in light of the fact that there is another bridge less than 600 feet away? Does either bridge provide access for bicyclists and pedestrians?

Mr. Coscia responded that the RCC recommendation will be forwarded to PENNDOT for a written response.

The RCC recommends that the Board does not approve TIP Action PA05-37e, and has the following questions and comments: In total, what wetlands will be affected? Did the County attempt to avoid this wetland area? Is this mitigation for the new by-pass? What storm water measures will be taken? The RCC believes that mitigation should occur within the watershed that is being damaged. Creating a new wetland in an area that was not damaged in no way addresses the damage done to the wetlands in question.

Mr. Coscia responded that the RCC questions and concerns will be forwarded to PENNDOT for a written response.

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

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

- (1) TIP Action PA05-37c: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the PA 352, North Middletown Road at Penn State University project (MPMS #64823), with a \$225,000 state funded utility phase and a \$1.650 million state funded construction phase in FY05;
- (2) TIP Action PA05-37d: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Stanbridge Street Bridge project (MPMS #16218), with a \$220,000 state/\$55,000 DCNR) funded preliminary engineering phase in FY05; and
- (3) TIP Action PA05-37e: PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, US 202 Wetland Mitigation project (MPMS #50728), with a \$200,000 state funded utility phase in FY05 and a \$7.3 million state funded construction phase in FY07.

3. DVRPC Fiscal Year 2006 Planning Work Program Amendments

Barry Seymour, DVRPC staff, presented the following Work Program Amendments to the Board:

a. Beverly and Edgewater Park Transit-Oriented Development (TOD) Study, Burlington County

The Southern New Jersey Light Rail Transit System runs for 34 miles between Camden and Trenton, with a total of 20 stations. There are 11 stations in Burlington County, many of them in communities that were previously served and developed around the train stations. The Beverly/Edgewater Park station is unique among these stations in that it lies on the boundary of two communities. Beverly City is a higher density town that has seen population loss and economic decline over the past few decades. Edgewater Park has also seen decline and disinvestment, but has a supply of developable open space located near the proposed light rail station. With cooperation between these two municipalities, the new light rail system could bring economic growth and a renewed sense of community to both Beverly and Edgewater Park.

The proposed project would engage a consultant to develop a Master Plan for transit-oriented development and redevelopment in the area of the station in Beverly City and Edgewater Park Township, Burlington County. The project would build on DVRPC's report *Transit Village Design in Burlington County*,

which examined and prepared preliminary recommendations for the area, by preparing a community needs assessment, market analysis, physical site evaluation and master plan for the area with an implementation agenda for local, county, state, regional and private sector action. DVRPC would issue the RFP and oversee the contract, with technical oversight by Burlington County. This project was previously added to the FY2004 Work Program, but was unable to proceed due to lack of funds.

The funding for this project will include \$130,000 from the New Jersey Department of Transportation's Land Use Planning Grant. \$120,000 of these funds will be used to hire a consultant. DVRPC will retain \$10,000 for administrative and technical assistance.

Carol Ann Thomas, Burlington County addressed the Board in order to thank the DVRPC staff for their wonderful work on the TOD Study.

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

MOTION by Mr. Barnes, seconded by Mr. Krebs, that the Board amend the DVRPC FY2006 Work Program to include a project to prepare a transit area master plan for Beverly City and Edgewater Park Township, Burlington County.

b. Fort Washington Area Flooding and Transportation Improvement Study, Montgomery County

The Fort Washington Office Park is located in Upper Dublin Township, Montgomery County adjoining Route 309 and the interchange for the Pennsylvania Turnpike. This 538 acre facility is at the heart of a major employment center that includes over 20,000 jobs in the greater Fort Washington area. Identified in the DVRPC Year 2030 Plan as a County Growth Center, the Fort Washington area has faced significant flooding and transportation problems that have hampered economic development opportunities in the area.

The federal TEA-21 legislation included an earmark funding for a study of transportation and flood management improvements in the Fort Washington area. There is now \$461,295 in federal funding available for the study, to be matched with an additional \$115,324 from Upper Dublin Township. The study as proposed will include hydrologic modeling and the preparation of new floodplain maps for the Sandy Run watershed, including Pine and Rapp Runs and Bodenstein Creek; recommendations for implementation of best management practices and/or structural changes to reduce flooding in the area; evaluation of the transportation system in the area and its impacts on

flooding; and analysis and recommendations of specific changes to the transportation network to improve flooding and stormwater management conditions in the Fort Washington Office Park area, including preliminary engineering project cost estimates.

The funding for this project include \$461,295 in federal funding through the Pennsylvania Department of Transportation and \$115,324 in match from Upper Dublin Township. Funding will be used primarily to hire a consultant team to undertake the project, with assistance from DVRPC. DVRPC will serve as the contract administrator for the project.

Mr. Coscia added that this project is an earmark project in which a U.S. congressman (Senator or Representative) has specified (earmarked) a particular funding allocation into law. Any additional funding for this project from the State of Pennsylvania is over and above this allocation.

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

MOTION by Mr. Hughes, seconded by Ms. Denworth that the Board amend the DVRPC FY2006 Work Program to include a project to undertake the Fort Washington Area Flooding and Transportation Improvement Study.

Dr. Shanis, DVRPC staff, presented the following Work Program Amendment:

c. US 202, Section 700 Traffic Study, Montgomery County

PENNDOT is re-evaluating the programmed improvements to Section 700 of US 202. A Community Task Force workshop, comprised of county and municipal representatives, defined a parkway to be built on the alignment previously identified for an expressway. The parkway would be four lanes between PA 63 and either PA 309 or PA 463, and then continue as two lanes to the PA 611 Bypass. DVRPC has been asked to provide traffic forecasts between PA 309 and PA 463 in order to determine the appropriate point to transition from a four-lane to a two-lane facility.

The funding for this project is \$60,000 in PL and Route 202 project funds from Pennsylvania Department of Transportation.

The PCC/RTC recommended that the Board table the US 202, Section Traffic Study until further discussion.

The RCC recommended that the Board oppose the amendment to the DVRPC FY 2006 Planning Work Program to include the US 202, Section 700 Traffic Study. Dennis Winters, RCC Chair, added that the major concern is that part of the mitigation strategy for the 202 corridor involves adequate bicycle and pedestrian

accommodations; in some areas bicycle lanes and in some area a separate side path. The concern is that each of the sections will have a different or a variety of ways to address the issue which may cause the issue to be deleted from the proposed two-lane parkway structure or the bicycle/pedestrian lanes will not be continuous.

Mr. Coscia responded that the PCC/RTC is questioning whether this work should be completed for the entire section of 202 not just Section 700. The entire section could be studied, however, at this time that has not been requested by PENNDOT or the municipal governments. The DVRPC staff recommends approval for PENNDOT to move forward with the US 202, Section 700 Traffic Study.

Larry M. King, PENNDOT, also requested a favorable recommendation and explained to the Board that this study is analytical in nature and is intended to provide information. The sole purpose of the study is to examine whether there is an area of Section 700 that merits four lanes versus two lanes. The Task Force is deliberating with the objective of achieving a consensus whereby a proposed configuration for transportation improvements in the Section 700 corridor can be made. The proposal would be put before the public and then the project development process would begin.

Kenneth Hughes, Montgomery County, commented that there are still some concerns, however, the county will support this project to move forward. The county's expectations are that a proper analysis is done for this project, specifically in terms of a level-of-service analysis. The four lane and two lane modeling should specifically examine the intersections and the parallel routes as well.

Joanne R. Denworth, Pennsylvania Governor's Policy Office, questioned whether the bicycle and pedestrian issue has been considered or is it a consideration for a future study.

Mr. Coscia, responded that consideration has been given to this issue. If a parkway concept occurs, there will possibly be a 300 foot right-of-way and a path could run parallel to the roadway which could be a multi-purpose facility.

Mr. King commented that some of the considerations include both on-road bicycle lanes on either side plus some multi-purpose paths.

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

MOTION by Ms. Bush, seconded by Mr. King that the Board amend the DVRPC FY 2005 Planning Work Program (and the TIP, if necessary) to include the US 202, Section 700 Traffic Study.

4. PENNDOT Planning Partner's Meeting, July 21, 2005

Dr. Shanis briefed the Board on the PENNDOT Planning Partner's Meeting on July

21, 2005 and stated that the meeting was very successful. The attendees consisted of Metropolitan Planning Organizations (MPOs) who reviewed the key agenda and planning activities in the Commonwealth. The full-day meeting covered discussions on the Transportation Bill reauthorization, efforts to streamline projects, financial guidance for FY 2007, and enhancements; Home Town Streets and Safe Routes to School system . A presentation was given on the Commonwealth's Long Range Plan and an Operations Strategic Plan.

5. DVRPC FY 2007 Planning Work Program Development

Mr. Coscia announced that the development of the DVRPC FY 2007 Planning Work Program will begin in the very near future. Correspondence will be mailed to obtain the county, city, member government, and operating agencies new projects for consideration and inclusion in the Work Program. Mr. Coscia urged everyone to respond with there projects as soon as possible since the first meeting of the Work Program Committee will take place before the September 22, 2005 Board Meeting.

6. Board Committee Appointments for FY 2006

Chair Gurick announced the Board Committee Appointments for FY 2006 (distributed to the Board and attached as part of these minutes).

7. TransitChek Executive Summary

Stacy Bartels, DVRPC staff presented TransitCheck Executive Summary (distributed to the Board) which analyzes the strengths and weaknesses of the TransitCheck Program. This research analysis for the TransitChek Program is conducted every three-four years. The survey was done in two parts; one directed to the employer and one directed to the employee and the findings were presented to the TransitCheck Policy Committee in June.

Ms. Bartels continued to say the survey showed that most of the employees have had very favorable opinions of the TransitChek program. Overall, the most important benefits to the employees are: (1) savings on transit costs; (2) tax savings; and (3) the convenience of automatic payroll deductions. The most important benefits to the employers were: (1) improved overall benefits package; (2) promoting environmental issues and reducing regional congestion; (3) increased employee job satisfaction/morale; (4) tax savings to employer (FICA); and (5) improved ability to recruit employees.

Ms. Bartels also stated that mode change was significant (41%) whereas individuals stated they use transit now because of the TransitChek benefit. The new user average per week is 8.7%.

There are 672 active companies using the TransitChek benefit and last year's sales were approximately \$23 million (up 10% from previous year). Ms. Bartels

concluded that overall, the survey shows that the TransitChek Program is a very successful benefit for both employees and employers.

8. Regional Citizens Committee (RCC) Report

Dennis Winters, RCC Chair, reported additional items from the RCC meeting held on July 19, 2005. Mr. Winters called the Board's attention to the RCC recommendations to the Board for June 23, 2005 (attached as part of these minutes) and stated that the RCC officers met with DVRPC's executive staff to discuss agency responsiveness to committee recommendations and questions. The meeting marked the first of what will probably be a series of meetings to resolve RCC issues.

Mr. Winters also stated that after hearing the DVRPC presentation on *Crossing Boundaries* at the meeting, he believes bridge access should be included in this study. Reasonable accessibility onto the bridges for the disabled, bicycles, and pedestrians should be discussed with NJDOT, PENNDOT, Delaware River Port Authority, Camden and Philadelphia.

9. Executive Director's Report

a. DVRPC Board Retreat, December 2, 2005

Mr. Coscia pointed out the flyer (distributed to the Board) announcing the DVRPC Board Retreat scheduled for December 2, 2005. This year's theme will be *Gaming* and DVRPC is proposing an Atlantic City Casino for the location. Speakers and panels will also be on the agenda. Further details will be forthcoming in the near future.

b. Central New Jersey Forum, June 26, 2005

Mr. Coscia reported that the Central New Jersey Forum was very successful. The consultants' presentation on the Bus Rapid Transit (BRT) was of particular interest. The BRT goes along Princeton University on the Route 1 corridor. The 27-mile system will serve over 14,000 new riders and work is moving forward on the project. The BRT system will be presented to the Board at the appropriate time and Mr. Coscia hopes a BRT system can be accomplished in Pennsylvania.

c. Pennsylvania State Transportation Committee (STC) Hearings at DVRPC

Mr. Coscia reported that the STC will be holding a public hearing for the DVRPC region in the DVRPC conference room (8th floor) beginning at 8:30 a.m. on August 18, 2005. The hearings allow the DVRPC member governments and others to provide input on the region's FY 2007 Transportation Improvement Program (TIP) update and the state's Twelve Year Program

update.

- d. National Association of Regional Councils (NARC) / DVRPC Freight Conference, September 7, 8, and 9, 2005

Mr. Coscia announced that the NARC / DVRPC Freight Conference is scheduled for September 7, 8, and 9, 2005 at the Rittenhouse Hotel in Philadelphia. The theme is entitled *From Design to Delivery - Planning America's Freight Movement*.

- e. DVRPC's Workshops for Transportation Enhancements (TE), Home Town Streets and Safe Routes to School Programs, August 3, 8, 10, 15, and 17, 2005

Mr. Coscia announced that DVRPC will be holding workshops for TE, Home Town Streets and Safe Routes to School Programs on August 3, 8, 10, 15, and 17 and urged all those interested to attend.

- f. Transportation and Community Development Initiative (TCDI) 2005 Program Guide and Grant Application Forms

The TCDI 2005 Program Guide and Grant Application Forms were distributed to the Board for the review and use. Applications are due in to DVRPC by the end of September and Mr. Coscia urged the counties to submit these applications in a timely manner.

10. Committee Reports

The following committee reports were distributed to the Board for their review:
(1) Planning Coordinating Committee/Regional Transportation Committee;
(2) Intelligent Transportation System (ITS); and (3) Goods Movement Task Force.

11. Higher Density Suburban Development

Mr. Seymour presented the results of a DVRPC study which examined relative development densities throughout the region, considered the perception and reality of increased density, and provided design guidelines and policy recommendations to encourage and support higher-density residential development in suburban communities.

12. One Minute Reports

John Pickett, Delaware County pointed out to the Board the *Delaware County Public Transportation Map* (distributed to the Board) and stated that this product; a transit support project, was funded by DVRPC.

Chair Gurick, Camden County, asked Joyce Paul, New Jersey Department of Community Affairs, to convey DVRPC's thanks to Susan Bass Levin for her support to DVRPC and to congratulate her replacement Charles A. Richman.

Chair Gurick also recognized J. Douglas Griffith, former Camden County alternate to the Board, and thanked him for his contributions and hard work during his tenure on the DVRPC Board.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:32 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for July 28, 2005
- (2) RCC Recommendations to the Board for July 28, 2005
- (3) Board Committee Appointments for FY 2006

Additional Documents Distributed to the Board:

- (1) *Alert*, July 2005
- (2) *TravelSmart*, July 2005
- (3) Brochure entitled: *I-95 Interchanges*

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of July 28, 2005

Location: American College of Physicians Building
Board Room, 9th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
Pennsylvania Department of Transportation	Larry M. King
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	(not represented)
Pennsylvania Governor's Appointee	Richard W. Hayden, Esq.
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Counties	Lynn Bush
New Jersey Counties	Thomas J. Gurick Ed Fox
City of Camden	Edward Williams
City of Philadelphia	(not represented)

Guests

Pennsylvania Department of Transportation	James Mosca
New Jersey Department of Transportation	Brian Cuccia
Chester County	Carol Aichele William H. Fulton
Delaware County	John Pickett Chris Gallagher

Montgomery County	Kenneth Hughes
Burlington County	Carol Ann Thomas
Gloucester County	William M. Krebs Jessica Sanridge
Mercer County	Donna Lewis
Federal Highway Administration New Jersey Division	Joung H. Lee
Pennsylvania Division	(not represented)
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Delaware River Port Authority	James McQuilkin
Pennsylvania Department of Environmental Protection	Kevin Gallagher
New Jersey Office of Smart Growth	Herman Volk
Delaware River Joint Toll Bridge Commission	Roger Sager
Cross-County Connection Transportation Management Association	William Ragozine
Regional Citizens Committee Chairman	Dennis Winters
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Elizabeth Witmer
New Jersey Co-Counsel	Thomas J. Coleman

DVRPC Staff:

John J. Coscia, Donald Shanis, Barry Seymour, William Greene, Thabet Zakaria, Chick Dougherty, Richard Bickel, Elizabeth Schoonmaker, Candace Snyder, and Jean McKinney.

Call to Order

Joanne R. Denworth, Chair, called the Executive Committee meeting to order at 12:32 p.m.

1. Minutes of Meeting of June 23, 2005

On a motion by Mr. Hayden, seconded by Ms. Thomas, the minutes of the meeting of June 23, 2005 were approved as distributed.

2. Contract Authorizations

- a. Egg Harbor Road (CR 630) from Hurffville-Grenloch Road to Hurffville-Cross Keys Road (CR 564) in Washington Township, Gloucester County

John J. Coscia, Executive Director, explained that Egg Harbor Road, County Route 630, serves as a major arterial roadway connecting the Five Points intersection at the junction of Routes 41 and 47 to center of County's most populated municipality. Egg Harbor Road serves as a direct link from the Route 55 interchange on Route 47 near Five Points to the heart of the population centroid of Washington Township at its junction with Hurffville-Cross Keys Road (CR654). Egg Harbor Road was reconstructed from the Five Points intersection to the intersection of Hurffville-Grenloch Road (CR635) to accommodate two lanes in each direction of travel with auxiliary lanes in 1989. No auxiliary lanes are present at the node with CR635 creating a capacity constraint and safety concern. The County of Gloucester has reconstructed the Greentree Road (CR651) intersection with Egg Harbor Road in 2000 for two lanes in each direction of traffic with auxiliary lanes. Also the County is planning a similar project at the major intersection of Ganttown Road (CR639) for 2006. The County of Gloucester wishes to investigate widening and reconstruction of Egg Harbor Road for added capacity and safety improvements from Hurffville-Grenloch Road (CR635) to Hurffville-Cross Keys Road (CR654).

A consultant selection committee comprised of representatives from Gloucester County 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 the selected firm.

The estimated consultant cost is \$350,000 in Federal Highway Administration funds under the DVRPC Local Scoping Program.

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

MOTION by Mr. King, seconded by Mr. Barnes that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the firm of choice to investigate widening and reconstruction of Egg Harbor Road in Gloucester County, New Jersey. If

such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

b. Neck Road Jughandles and Intersection with Route 130 in Burlington Township, Burlington County

Mr. Coscia explained to the Executive Committee that the Neck Road/Route 130 Intersection, located north of Burlington City is within a half mile of the Haines Industrial Park. Traffic from the industrial park (which is located on the west side of southbound Route 130) will be able to access the New Jersey Turnpike using traffic lights at the park's entrance as well as Dulty's Lane. Truck traffic from warehouses and other businesses south of Dulty's Lane must go south and turn around to reach the Turnpike. The southbound reverse jughandle at Neck Road to be developed under this contract would enable trucks to access the Turnpike without a several-mile trip to Burlington City in order to reverse direction. A northbound reverse jughandle will also be scoped as part of this job.

A consultant selection committee comprised of representatives from the Burlington County 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 Taylor Wiseman & Taylor.

The estimated consultant cost is \$334,805 in Federal Highway Administration funds under the DVRPC Local Scoping Program.

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

MOTION by Mr. Hayden, seconded by Mr. Barnes, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the Taylor Wiseman & Taylor to evaluate a southbound reverse jughandle at Neck Road in Burlington County, New Jersey. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

c. Lafayette Street Land Use Access Study, Montgomery County

Mr. Coscia explained to the Executive Committee that the purpose of this study is to provide the County and the Borough with a clear policy direction for land use and development along this property in Norristown Borough. The study will propose future use of land along the subject property and particular development concepts for selected opportunity sites while taking into consideration the development of Lafayette Street and the anticipated

transportation improvements. The study will also identify new pedestrian and vehicular points of access to the Schuylkill River waterfront under the SEPTA R-6 tracks based on vertical clearance, safety, location desirability and any other general physical constraints. Finally, the study will provide recommendations for access controls along Lafayette Street in both Norristown Borough and Plymouth Township to ensure the operational efficiency of the proposed roadway improvement.

A total of \$60,000 is allocated for the above contract from available funds in the FT 2006 Pennsylvania Transit Support Program.

A consultant selection committee comprised of representatives from the Montgomery County Planning Commission 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 the selected firm.

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

MOTION by Mr. Hayden, seconded by Ms. Denworth, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the firm of choice to perform the Lafayette Street Land Use Access Study in Norristown Borough and Plymouth Township, Montgomery County. If such negotiations prove not to meet the financial requirements of the Commission to proceed on to negotiations with the second ranked firm.

3. DVRPC Planning Work Program Report - Fourth Quarter Fiscal Year 2005

The DVRPC Fourth Quarter Fiscal Year 2005 Planning Work Program Report was distributed to the Executive Committee for their review. Mr. Coscia reported that all of the projects have been completed on schedule and within budget. Mr. Coscia also urged the Counties, member governments, and operating agencies to review the pass-through funds to determine if a balance exists. Outstanding invoices must be submitted to DVRPC by the end of August, 2005.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

Mr. Coscia announced that the Transportation Research Board (TRB) American Society of State Highway and Planning Officials will be conducting an Executive Seminar on September 6, 7, and 8, 2005 in California. This seminar will bring together six states, which include Pennsylvania and New Jersey, to examine the best practices for

transportation and land use development throughout the country. Hopefully, the groups consensus of the “best practices” can be applied as a model for planning in Pennsylvania and New Jersey. The results will be presented to the Board and Executive Committee in September.

There being no further business, the meeting was adjourned a 12:45 p.m.