

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 27, 2008

Location: Delaware Valley Regional Planning Commission
Main Conference Room, 8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106-1520

Membership Present

Representative

New Jersey Department of Community Affairs	James Schwarzwald
New Jersey Department of Transportation	David A. Kuhn
New Jersey Governor's Appointee	Brian Cuccia
Pennsylvania Governor's Appointee	David Fogel
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Department of Transportation	James Ritzman
Bucks County	Lynn Bush
Chester County	Carol Aichele Ronald Bailey
Delaware County	John Pickett
Montgomery County	Kenneth Hughes
Burlington County	Carol Ann Thomas
Camden County	Edward Fox
Gloucester County	Charles E. Romick
Mercer County	Matthew Lawson
City of Chester	William Payne
City of Philadelphia	Rina Cutler
City of Camden	(not represented)
City of Trenton	(not represented)

Non-Voting Members

Federal Highway Administration New Jersey Division	Jeanette Mar
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	John Bravacos
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	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Joseph Casey
New Jersey Transit Corporation	(not represented)
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	Cheryl Tumola

DVRPC Co-Counsel

Pennsylvania Co-Counsel	(not represented)
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, John Ward, Karen Cilurso, Rob Graff, David Anderson, Jane Meconi, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca Les Toaso Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Brian Cuccia
New Jersey Turnpike Authority	Brian Wahler
Delaware River Port Authority	James McQuilkin

Delaware River Joint Toll Bridge Commission
Federal Highway Administration, Office of Freight
Management and Operations

Glenn Reibman

Kate Quinn
Chip Mallard

Eddie R. Battle Associates, Inc.

Eddie Battle

Residents for Regional Traffic Solutions (RRTS)

Sue Herman

Baker Associates

Jim Yeager

Call to Order - Chair's Comments

Vice Chair Carol Aichele called the meeting to order at 10:20 a.m. Commissioner Aichele welcomed John Bravacos, Regional Director, U.S. Department of Housing and Urban Development, Region III.

Barry J. Seymour, Executive Director, announced that the following alternates have been designated for voting purposes at this meeting: Brian Cuccia, for Sonia Frontera, New Jersey Governor's Office; Dave Fogel for David Mandelbaum, Pennsylvania Governor's Appointee and James Schwarzwald for Joyce Paul, New Jersey Department of Community Affairs.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of February 28, 2008

Lynn Bush, Bucks County, requested that the minutes be revised to reflect that she was not in attendance at the February 28, 2008 meeting.

On a **Motion** by Ms. Bush, seconded by Mr. Kuhn, the minutes of the Board Meeting of January 24, 2008 were approved as revised.

2. Transportation Improvement Program (TIP) Actions

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

- a. PA07-84: Inclusion of the FY08-FY11 Eastern Federal lands Transportation Improvement Program Project as part of the DVRPC FY07 TIP for Pennsylvania: Inner Line Drive and Redoubt Road Rehabilitation project (MPMS # to be determined), Montgomery County

FHWA has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by including a portion of the FY08-FY11 Eastern Federal Lands

Transportation Improvement Program Projects as part of the DVRPC FY07 TIP for Pennsylvania, by adding a new project to the TIP, Inner Line Drive and Redoubt Road Rehabilitation Project (MPMS #TBD) and programming \$3.1 million of Park, Roads, and Parkways funds in FY08 for construction, acknowledging a toll credit match.

As a requirement of SAFETEA-LU Legislation, the Eastern Federal Lands Highway Division (EFLHD) has produced a FY08-FY11 TIP for projects administered within Federal Lands. Eastern Federal Land TIP projects located in the DVRPC region are required to be incorporated into the DVRPC TIP. These projects are programmed with EFLHD financial resources and do not contribute to the financial constraint of the DVRPC TIP.

The rehabilitation project is sponsored by both the National Park Service and the Valley Forge National Historical Park and will include the rehabilitation of Inner Line Drive, parking areas, and Redoubt Road. Also, a new one-way connector road between the Outer and Inner Line Drives will be constructed for shuttle bus usage.

Financial constraint will be maintained as the project does not contribute to financial constraint of the DVRPC TIP.

The TIP's current conformity finding will not be impacted by this amendment as the project has been designated Not Regionally Significant (NRS).

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) to approve TIP Action PA07-84.

The Regional Citizens Committee (RCC) also recommended approval of TIP Action PA07-84 with the following caveat: Valley Forge Park Inner Line Drive Rehabilitation Project specifies adding a ten foot wide connector road between Outer and Inner Line Drives. This is a short but very popular bicyclist and pedestrian throughway. The project should only be approved if safe facilities for both pedestrians and bicyclists are upgraded/included. A ten foot wide road, especially on a steep uphill, is too narrow for both shuttle buses and bicyclists. The RCC is also generally concerned about the deteriorating condition of the multi-use path network throughout the entire park.

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

MOTION by Mr. Ritzman, seconded by Mr. Kuhn, that the Board approve TIP Action PA07-84, FHWA's request to amend the FY2007-2010 TIP for Pennsylvania by including a portion of the FY08-FY11 Eastern Federal Lands Transportation Improvement Program Projects as part of the DVRPC FY07 TIP for Pennsylvania and adding a new project to the TIP, Inner Line Drive and Redoubt Road Rehabilitation Project (MPMS #TBD) by programming \$3,100,000 of Park, Roads, and Parkways funds, acknowledging a toll match for construction in FY08.

b. PA07-85: US 322, Commodore Barry Bridge - PA 291 Second Street Interchange Project (MPMS #57780), Delaware County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the total project cost of the US 322/Commodore Barry Bridge/I-95 Second Street Interchange Project (MPMS #57780) by \$26.6 million due to the low construction estimate of the project and the high bids received by PennDOT.

This \$78.2 million dollar project provides for Commodore Barry Bridge, a new westbound on ramp and a new east bound off ramp for the full depth joint replacements and bearing replacements will be constructed on the bridge through the limits of the bridge widening. This project will also include safety and drainage improvements, ramp lighting, guide signing upgrades and new traffic beacons at the ramp termini with S. R. 0291.

Amtrak will be involved with the relocation of two catenary structures and the jacking of a new DRPA storm drain pipe under the railroad. Storm drainage outfall pipes will also be installed from the intersection of S.R. 0291 and Tilghman Streets to the Delaware River. Additional construction will be programmed in FY08 (\$15,465,000 STU/\$2,144,000 STP/\$4,402,000 State) and FY09 (\$3,728,000 STU/\$932,000 State).

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

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

Favorable recommendation was received from the PCC/RTC for approval of TIP Action PA07-85.

The RCC recommended that the Board **not** approve TIP Action PA07-85 until an adequate Environmental Assessment (EA) is completed.

Edward Fox, Camden County, inquired as to whether the ramp access will handle all anticipated traffic from the stadium and the casino or is this a short term solution.

Donald Shanis, DVRPC Deputy Executive Director, explained that DVRPC conducted the modeling for this project and future growth, which included the casino was examined.

James Ritzman, Pennsylvania Department of Transportation, commented that the enormous cost increase in this project is disturbing and, although this happens, PennDOT strives to have a process where these type of increases are very minimal. Many specifics caused this particular project to increase such as rising material costs, and restrictions which caused the contractors to redirect some of the project's work because of the high levels of traffic.

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

MOTION by Ms. Cutler, seconded by Mr. Payne, that the Board approve TIP Action PA07-85, PennDOT's request to modify the FY2007-2010 TIP for Pennsylvania by increasing the total project cost of the US 322/Commodore Barry Bridge/I-95 2nd Street Interchange Project (MPMS #57780) by \$26.6 million and programming additional construction funds in FY08 (\$15,465,000 STU/\$2,144,000 STP/\$4,402,000 State) and FY09 (\$3,728,000 STU/\$932,000 State).

Mr. Fox, Camden County, voted **against** approval of TIP Action PA07-85.

c. PA07-86: Boot Road Extension Bridge Over Brandywine Creek (MPMS #83710), Chester County - Proposed New Project

The Borough of Downingtown in Chester County has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Boot Road Extension Bridge over Brandywine Creek (MPMS #83710) by programming \$260,850 of local funds for preliminary engineering to advance the environmental clearance work for a new bridge over Brandywine Creek. The project would ultimately connect to the Boot Road Extension, which is critical to providing access to Chester County's only Keystone Opportunity Zone, improving traffic circulation on US 322 and US 30 business, and creating employment opportunities. The project construction will consist of a new bridge over the Brandywine Creek with one travel lane in each direction and sidewalks. The project will provide a more direct connection to the Downingtown Amtrak/SEPTA Train Station and regional bicycle and pedestrian facilities, including Pennsylvania Bicycle Route L.

Only the preliminary engineering phase of the project will be added to the TIP at this time. The estimated total cost of the bridge project is \$3,539,700. The borough received a \$490,000 federal FY08 Appropriations earmark for this project, but the balance of the cost (\$3,049,700) will be funded locally by the borough and other private resources. The borough and its private partners will fund any cost increases or contingencies associated with the project. Additional phases of the project (final design, right of way, utilities and

construction) for the project would be included in the FY09 TIP (\$3,278,850). The project is one of the highest priorities for the Borough. The new bridge is one component of the Boot Road Extension project, which connects Boot Road (S.R. 2020) from its current terminus point with Brandywine Avenue (S.R. 0322) (east side of the Bridge) to Viaduct Avenue (S.R. 3053). The road extensions on both sides of the bridge will be paid for entirely with local funds. The project is ready to advance to preliminary engineering.

Financial constraint will be maintained as the preliminary engineering phase being added to the TIP at this time uses local funding provided by the Borough of Downingtown and other private entities. Other phases of the project to be included in the FY09 TIP update will use local and DEMO funds and will also not impact constraint.

This project will not impact the region's conformity finding as only the environmental clearance work is being advanced at this time with the inclusion of the PE phase only. The full construction project will be included in the conformity analysis for the FY09 TIP Update.

Favorable recommendation was received from the PCC/RTC for approval of TIP Action PA07-86.

The RCC also recommended approval of TIP Action PA07-86, however, while the project description notes connections to bicycle and pedestrian facilities, the RCC specifically recommends the inclusion of bicycle lanes and reiterates the importance of including sidewalks on the bridge over Brandywine Cheek. The RCC also recommends consideration of environmental and drainage concerns related to Brandywine Creek.

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

MOTION by Ms. Denworth, seconded by Mr. Fogel, that the Board approve TIP Action PA07-86, the Borough of Downingtown's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Boot Road Extension Bridge over Brandywine Creek (MPMS #83710) and programming \$260,850 Local funds for preliminary engineering in FY08.

d. PA08-07: Cresheim Valley Drive, Cresheim Road to Stenton Avenue, Revitalization Project (MPMS #74831), Philadelphia

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Cresheim Valley Drive, Cresheim Road to Stenton Avenue, Revitalization Project (MPMS #74831). This project will be funded by two SAFETEA-LU earmarks in the amount of (ID#1060) \$880,000 and (ID #4830) \$450,000, and a local match provided by the City of Philadelphia.

This project involves the restoration, resurfacing and reconstruction of

Cresheim Valley Drive from Cresheim Road to Stenton Avenue. All street segments will be resurfaced with bituminous material. The existing inlets and lateral connections to the Cresheim Creek will be replaced with inlets. Also, the pipe that connects one of the inlets to the creek through the culvert beneath Lincoln Drive Bridge will be replaced with a new RCP with a new connection to the culvert. Rock lining will be provided on the street side slope of the creek. Concrete barrier and moment slab will be installed along the Cresheim Creek side. New concrete curb and guiderail will be installed on the opposite side of Cresheim Creek. In addition, the scour area under the bridge will be repaired as a part of this project.

This project was designed as a part of the Citywide Roadway Resurfacing project (MPMS #72946). Construction will be programmed in FY08 (\$1,328,000 DEMO/\$333,000 Local).

Financial constraint will be maintained as this project uses specially earmarked DEMO funds provided by SAFETEA-LU and local funding provided by the City of Philadelphia.

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

Favorable recommendation for approval of TIP Action PA07-87 was received from the PCC/RTC.

The RCC also recommends approval of TIP Action PA07-87, however, recommends that the project include shoulders of reasonable width and that the scenic character of the road is preserved for all users. Truck restrictions should also be in place along this road. The committee also requests a redesign of the curbing inlets and water control features to support the sustainable water management principles as guided by the Philadelphia Water Department. In addition, RCC members noted their misgivings regarding the earmark funding process.

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

MOTION by Ms. Denworth, seconded by Ms. Cutler, that the Board approve TIP Action PA07-87, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Cresheim Valley Drive, Cresheim Road to Stenton Avenue, Revitalization Project (MPMS #74831) and programming construction in FY08 (\$1,328,000 DEMO/\$333,000 Local).

e. PA07-88: I-476 Reconstruction, Chemical Road to I-76 Intelligent

Transportation System (ITS) (MPMS #38603), Montgomery County

PennDOT has requested that DVRPC modify the DVRPC Regional TIP by reducing it by \$830,000 in order to provide a construction funding increase to a Interstate Management Program (IMP) project for Pennsylvania by increasing the construction phase of an IMP project, I-476, Reconstruction, Chemical Road to I-76 (ITS) (MPMS #83603) by \$830,000 of Regional TIP funds due to a low construction cost estimate and the high bids received by PennDOT. This action increases the amount of funds in the IMP and reduces the total funding in the DVRPC Regional TIP by \$830,000.

The \$830,000 is needed for ITS improvements that are not eligible for funding through the IMP Program, which is for reconstruction costs only. The additional funds would be provided by the deferral of Paoli Transportation Center Roadway Improvements (MPMS #47979) which has not yet begun preliminary engineering because the Paoli Transportation Center (MPMS #60574) has not advanced.

The I-476 over Schuylkill River Bridge Deck Replacement and ITS project will include ITS elements including the installation of new conduit and CCTV's, better interconnectivity between elements and PennDOT's TCC, ramp meter system improvements, and an EZPass Tag Reader system. This project will also include CCTV upgrades at seven existing camera locations from St David's interchange and south, and ten new CCTV's will be installed to cover ramp meter locations and areas with current gaps in coverage. The interconnection via loop detectors at signal improvements at Germantown Pike, Ridge Pike, US 30, PA 3, and US 1 will allow the system to operate properly. This project is a breakout of, and companion project to, I-476, Reconstruction, Chemical Road to I-76 (RES) (MPMS #16737). Construction will be programmed in FY08 (\$747,000 CMAQ/\$83,000 State).

Financial constraint will be maintained. \$830,000 from the DVRPC Regional TIP will be transferred to the IMP to fund project costs which are ineligible for IMP funding.

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

f. PA07-89: Deferrals Resulting in Technical Deletions from the TIP (MPMS #s 47979 and 64791)

(1) Paoli Transportation Center - Road Improvements (MPMS #47979), Chester County

(2) Kedron Avenue at Franklin Avenue Intersection Improvements (MPMS #64791), Delaware County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for

Pennsylvania by deferring phases for two projects in the TIP, (MPMS #'s 47979, 64791) to reflect a more accurate let schedule and to program the projects consistently to what is proposed in the preliminary draft of the FY09 TIP. These project phases will not be using the funds that are currently programmed in FY08, and are being shifted to FY11, which is outside of the current FY07 TIP and considered "Later Fiscal Years" (hence, a "Technical Deletion"). The projects are not being dropped.

- (1) The FY08 preliminary engineering phase of Paoli Transportation Center - Road Improvements (MPMS #47979) will be deferred to FY11, or Later Fiscal Years of the FY07 TIP. \$830,000 of the preliminary engineering phase will be used to provide additional funding for an Interstate Management Program (IMP) project, I-476 over Schuylkill River Bridge Deck Replacement and ITS (MPMS #83603). This project has not yet begun preliminary engineering since the Paoli Transportation Center (MPMS #60574) has not advanced or reached consensus on configuration.
- (2) The FY08 construction phase of the Kedron Avenue at Franklin Avenue Intersection Improvements (MPMS #64791), would be deferred to FY11, or Later Fiscal Years of the FY07 TIP. Final design is underway and expected to be completed at the end of FY2010. The unused FY08 funding from this Kedron Avenue project will be used to help fund accrued unbilled costs for various projects.

Phases being pushed out of the four year TIP program results in "technical deletions". All of the projects deferred as part of this action will continue to show in the program with funding captured in "Later Fiscal Years" and their let date noted. DVRPC will keep a running list of any project that has been shifted back significantly since the beginning of the FY07 fiscal year, October 1, 2006.

Financial constraint will be maintained.

The TIP's current conformity finding will not be impacted by this amendment as these projects are air quality exempt or have already been included in the Regional air quality analysis.

Carol Aichele, Chester County commented that the Paoli Transportation Center is a very important project in Chester County and hopes that its deferral will move forward more quickly than currently estimated.

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

MOTION by Mr. Hughes, seconded by Mr. Fogel, that the Board approve

the following TIP Actions:

- (1) TIP Action PA07-88, PennDOT's request to approve reducing the Regional TIP by \$830,000 in order to fund an ineligible IMP cost to an IMP project, I-476, Reconstruction, Chemical Road to I-76 (ITS) (MPMS #83603); and
- (2) TIP Action PA07-89, PennDOT's request to amend the TIP by deferring two project phases in the TIP, (MPMS #'s 47979, 64791) to FY11 to reflect accurate let schedules and be consistent with the anticipated programming in the FY09 TIP.

3. Fiscal Year 2008 Planning Work Program Amendment: PennDOT First Class Township Mapping, Bucks, Chester, Delaware, and Montgomery Counties

William Stevens, DVRPC Manager Geographic Information Systems, explained that PennDOT's Bureau of Planning and Research, Geographic Information Division has requested mapping assistance from DVRPC. DVRPC would create digital map files for First Class Townships located in Bucks, Chester, Delaware, and Montgomery counties. First Class Township maps would depict all roads under the Liquid Fuels Program with names and segment lengths. The project would initially begin by piloting one of the township maps, and then evaluate a mutual desire to continue with production. DVRPC could expand beyond the region and do additional townships if time, resources, and need exist.

All source materials will be provided by PennDOT and would include map specifications, road names, road segment lengths, township references, boundaries, selected non-private roads, creeks and streams, railroads, public use airports, and municipal buildings. DVRPC staff will check township references to obtain current local information. Maps will be created using MicroStation software and utilize PennDOT's projection, datum, and working units. PennDOT will supply macros, seed design file, font and cell libraries, and color tables as required.

DVRPC has supported PennDOT in the past with similar efforts. Over 10 years ago DVRPC prepared Type 10 County Maps for District 6 and in June DVRPC will complete a 3-year project mapping the District's boroughs.

The cost of the project is \$137,500 - State Planning and Research funds from the Pennsylvania Department of Transportation.

Favorable recommendation was received from the PCC/RTC for the Board to approve this work program amendment.

The RCC also recommended approval, however the RCC requests the project description for this work program amendment be expanded to examine right-of-way designations.

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

MOTION by Mr. Fox, seconded by Ms. Cutler, that the Board amend the DVRPC FY2009 Work Program to include the PennDOT First Class Township Mapping project.

4. Regional Public Transportation Initiatives

Joseph M. Casey, General Manager, Southeastern Pennsylvania Transportation Authority (SEPTA) presented to the Board SEPTA's current trends and initiatives. Public transportation benefits the region by reducing traffic congestion, improving the environment, providing mobility, and supports economic development. SEPTA provides convenient transit access and ridership has increased 14% in the last 10 years.

Mr. Casey explained that the proposed FY 2009 Budget will help provide more bus and rail service, more vehicle and station cleaning, and more customer service initiatives and training. The customer service initiatives will address overcrowding, expanded peak hour service, expansion of off-peak and weekend service, and fare collection modernization. Efforts will continue to bring the existing system to a state of good repair and SEPTA will be acquiring new vehicles and introduce new technology. The new vehicles will be hybrid/electric which use clean diesel and, therefore, easy on the environment.

5. A National View of Freight Transportation

Kate Quinn, Team Leader for Federal Highway Administration's Office of Freight Management and Operations, presented to the Board, from a national perspective, a look at the current and future of freight.

Because of the growing economy and population growth the demand for freight is increasing. Shipments by weight will almost double by 2035 and shipments by value will more than double. Consequently, the number of trucks will nearly double. International trade is also growing and from 1950 to today the value of merchandise has increased 16 fold. From 1980 to 2005 road miles have increased by 3.9% and vehicle miles traveled has increased 96%. During that same time frame, rail miles has had a 20% drop.

Ms. Quinn explained that the majority of truck traffic is within the State of origin and the long haul trucks are concentrated on the major highways (i.e, I-95, I-70, I-80 and I-81). Daily long haul truck traffic from 2002 will expand approximately 40% in 2035 and congestion will increase four-fold by 2035.

Ms. Quinn pointed out that freight safety has improved, however, although energy consumption and air quality are on the decline from freight movement, a continuous effort needs to be made for improvement in the future. A study is being conducted in 25 corridors to measure speed and reliability of trucks. This study will identify where problems arise and options for solutions. These results will be available and should be very useful for planning purposes.

Ms. Quinn concluded that the national economy is reliant on a functional transportation network, however, today's intermodal freight system is not equipped to handle predicted growth. System deficiencies increase operating costs and congestion, and decrease safety, economic competitiveness, and environmental quality. Keeping freight moving requires coordination and collaboration among varied private and public stakeholders at the international, national, regional, state, and local levels. The FHWA's Office of Freight Management and Operations will continue to address all issues of freight movement and make available this data to our planning partners.

James Schwarzwald, New Jersey Transit, inquired if any of the trucking companies were examining the possibility of using hybrid electric trucks. Mr. Schwarzwald also commented that there needs to be more integration of ownership between railroad and truck company. This integrated cooperation would cause more innovation to move freight long distances.

Ms. Quinn responded that the technology for hybrid electric trucks is moving forward and several trucking companies are examining more efficient vehicles, however, the cost is a large factor. In response to integration of railroads and truck companies, Ms. Quinn commented that some of the railroads already have a truck component. Competition between them is a factor, however, the goal should be to use the best intermodal system for the distance and the product.

Matthew Lawson, Mercer County, commented whether a total cost comparison could be calculated for transportation between trucking and rail. Whereas rail companies own and maintain their infrastructure, the roadway infrastructure is mainly maintained through taxes and public investment. It might be beneficial to estimate these costs of transportation (including water) per ton on the different modes. These estimates would help the decision-making agencies decide where to make investments and also help with the public-private partnership funding opportunities.

Ms. Quinn agreed and added that she believes these comparisons are being made to ensure the best possible mode of transportation for the cost. Very often, trucks are used because the freight needs to be moved within a particular time frame which rail or water service cannot provide.

6. Transportation Community Development Initiative (TCDI) 2008 Program Evaluation

Karen Cilurso, DVRPC Senior Regional Planner, presented to the Board the highlights of the 2008 TCDI Program Evaluation. The program, initiated in 2002, supports the DVRPC *Destination 2030 Plan* and supports local redevelopment efforts.

The goals of TCDI is to create more livable neighborhoods in the region's core cities and older communities. The TCDI program is eligible to the core cities, developed communities and socially or economically disadvantaged areas. The TCDI eligible activities are designed to improve the transportation network, and improve climate for redevelopment.

\$1 million for Pennsylvania and \$500,000 for New Jersey of TCDI funding is available and all municipalities need to have a 20% local match. In Pennsylvania 35% of projects have been completed and 65% have been completed in New Jersey. 45% of the projects have received additional funding.

Ms. Cirluso concluded that to continue to make the TCDI Program successful it is important to have local participation from community leaders, and partnerships are critical throughout costly transportation projects. Early public involvement, innovation and flexibility is also important.

7. Regional Citizens Committee (RCC) Report

Cheryl Tumola, RCC Vice Chair reported the activities from the March 18, 2008 RCC Meeting.

Ms. Tumola reported that other than the comments under the actions items, the RCC heard presentations on *Bicycling in the Delaware Valley* and *Rails as Community Assets: Housing, Taxes and Community Quality*.

8. Executive Director's Report

Mr. Seymour reported on the following:

a. DVRPC Mission and Identity Workshop

Mr. Seymour announced that a Board Workshop will take place after lunch to discuss DVRPC's mission and identity.

b. Job Access and Reverse Commute (JARC) Press Conference

A press conference event was held on February 7 at SEPTA's Market East Station.

c. Comcast Newsmakers

Mr. Seymour reported that he was invited to record two interviews on Comcast Newsmakers. The interviews discussed the makeup of the DVRPC Board, the Long Range Plan and the public survey taken on the Plan.

d. Toronto Transit Forum

Mr. Seymour reported that representatives from Camden, Mercer, Philadelphia, SEPTA, NJ Transit, DVRPC, traveled to Toronto with a class from the University of Pennsylvania for the purpose of examining Toronto's Transit system.

Mr. Seymour commented that there are many similarities between the Toronto system and our region's system. A presenting of the findings will be presented to the Board at a future board meeting.

e. Air Quality Partnership Kick-Off

Board members will be receiving an invitation to the Air Quality Partnership Kick-Off scheduled for April 25 at the King of Prussia Mall.

f. DVRPC Annual Dinner

The DVRPC Annual Dinner is scheduled for May 15, 2008 and encouraged all Board Members and Alternates to attend.

9. Committee Reports

The following Committee Reports were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Information Resources Exchange Group; and (3) Regional Aviation Committee.

10. One Minute Reports

Mr. Seymour invited and encouraged the Board to recommend presentations for future Board meetings on any projects/issues in their county or agency. These subjects can be presented by the primary Board member, alternate or county/agency staff.

David Fogel, SEPTA, reported that a public hearing on SEPTA's Fiscal Year 2009 Capital Budget and Fiscal Years 2009-2020 Capital program is scheduled for April 7, 2008.

Mr. Ritzman commended PennDOT, District 6, for their efforts in responding to the I-95 structural deficiency which closed sections of the corridor this past week. District 6 responded and repaired the damage quickly.

Mr. Ritzman also commented that the I-95 corridor needs to be re-examined and a

plan developed to deal with the critical structural deficiencies to prevent other incidents like this from occurring in the future.

David Kuhn, New Jersey Department of Transportation (NJDOT), reported that the Capital Program draft for NJDOT and New Jersey Transit will be submitted to the legislature by the end of March.

Carol Ann Thomas, Burlington County, reported that using GIS technology and with the help of DVRPC and the Cross County Connection a new Burlington County map has been published.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No old business was stated.

There being no further business, the meeting was adjourned at 12:10 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for March 27, 2008
- (2) RCC Recommendations to the Board for March 27, 2008

Additional Documents Distributed to the Board:

- (1) *Alert*, March 2008
- (2) *TravelSmart*, March 2008
- (3) DVRPC [News](#): The Newsletter of the Delaware Valley Regional Planning Commission
- (4) DVRPC Brochure: *Safe Routes to School* - Municipal Implementation tool #14, February 2008
- (5) The Traffic Club of Philadelphia Newsletter: *The Philadelphia Dispatch*

DVRPC fully complies with Title VI of the Civil Rights Act of 194 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of March 27, 2008

Location: Delaware Valley Regional Planning Commission
Main Conference Room, 8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106-1520

Membership Present

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

Burlington County
City of Philadelphia
City of Camden

Representative

James Schwarzwaldner
David A. Kuhn
Brian Cuccia
David Fogel
Joanne R. Denworth
James Ritzman
Carol Aichele
Ronald T. Bailey
Carol Ann Thomas
Rina Cutler
(not represented)

Guests

Pennsylvania Department of Transportation

Bucks County
Delaware County
Montgomery County
Camden County
Gloucester County
Mercer County
City of Chester
Federal Highway Administration
New Jersey Division

James Mosca
Les Toaso
Linda Guarini (Dist. 6)
Lynn Bush
John Pickett
Kenneth Hughes
Edward Fox
Charles E. Romick
Matthew Lawson
William Payne

Jeanette Mar

U.S. Department of Housing and Urban
Development, Region III

John Bravacos

Delaware River Port Authority

Linda Hayes

Pennsylvania Department of Environmental Protection

Kevin Gallagher

Regional Citizens Committee Chairman

Cheryl Tumola

DVRPC Co-Counsel

New Jersey Co-Counsel

Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, John Ward, Karen Cilurso, Rob Graff, David Anderson, Jane Meconi, and Jean McKinney.

Call to Order - Chair's Comments

1. Minutes of Meeting of February 28, 2008

On a **motion** by Mr. Kuhn, seconded by Ms. Denworth, the minutes of the meeting of February 28, 2008 were approved as distributed.

2. Contract Authorizations

a. Route 38 Smart Growth Land Use Management Plan, Burlington County

David Anderson, DVRPC Manager, Office of Corridor Planning explained that the DVRPC is requesting expressions of interest from consulting firms to provide professional services for the preparation of a land use and transportation planning effort for a portion of Route 38 and adjacent areas extending from the Pennsauken Creek, Maple Shade Township to Route 206, Southampton Township in Burlington County. Eight municipalities are located along Route 38 in the study area, as follows: Eastampton Township, Hainesport Township, Lumberton Township, Maple Shade Township, Moorestown Township, Mount Holly Township, Mount Laurel and Southampton Township.

This planning effort will comprise two parts: (1) a study to develop a Land Use Management Plan for improving land use arrangement and functional qualities for achieving smart growth affected by the transportation system within the study area; and (2) a transportation planning study of the study area. Parts one and two will be prepared simultaneously with data and analyses developed for each part to be shared in order to complete the planning effort.

A consultant selection committee comprised of representatives from the New Jersey Department of Transportation, Burlington County, 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 the selected firm.

A total of \$238,375 is allocated for the above contract in FHWA funding through a New Jersey Department of Transportation Task Order.

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

MOTION by Ms. Thomas, seconded by Mr. Cuccia, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the selected firm. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

b. **Regional Greenhouse Gas Inventory**

Rob Graff, DVRPC Manager, Office of Economic Analysis and Coordination, explained that there is overwhelming consensus within the global scientific community that the earth's climate is changing due in large part to atmospheric changes attributable to human activity. In addition, there is a strong consensus that our energy supply and infrastructure is entering a period of profound transformation in response to increasing uncertainty in the availability and expense of fossil fuels. Climate change and energy are inter-related because the burning of fossil fuels for energy is the greatest source of the so-called "greenhouse gases" that are transforming our atmosphere, resulting in climate change. The selected consultant will develop a Greenhouse Gas (GHG) Inventory for the nine-county DVRPC region, allocated where feasible to the county and municipal level.

A consultant selection committee comprised of representatives from 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 ICF Resources, LLC.

A total of \$75,000 is allocated for the above contract from available core funds in the FY 2008 and FY2009 DVRPC Work Programs.

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

MOTION by Ms. Denworth, seconded by Mr. Ritzman, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with ICF Resources, LLC. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

c. **Information Technology Consultant**

Charles Dougherty, DVRPC Director of Technical Services, explained that DVRPC is seeking consultant services to recommend and implement changes to the agency's existing information technology infrastructure.

A consultant selection committee comprised of representatives from 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 Software Logic.

A total of \$60,000 is allocated for the above contract from available Work Program funds in the FY 2008 DVRPC budget.

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

MOTION by Ms. Thomas, seconded by Mr. Ritzman, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Software Logic. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:14 p.m.

DVRPC fully complies with Title VI of the Civil Rights Act of 194 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call 9215) 238-2871.