

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

Minutes of Meeting of March 26, 2009

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

### Membership Present

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

Pennsylvania Department of Transportation

Bucks County

Chester County

Delaware County  
Montgomery County

Burlington County

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

### Representative

Joyce Paul  
David A. Kuhn  
Joseph Neal, Esq.  
(not represented)  
Joanne R. Denworth  
Kenneth Klothen  
James Ritzman  
James Mosca  
James Cawley  
Lynn Bush  
Carol Aichele  
Ronald Bailey  
John Pickett  
Joseph M. Hoeffel  
Kenneth Hughes  
Leah Arter  
Carol Ann Thomas  
Andrew Levecchia  
Charles E. Romick  
Matthew Lawson  
(not represented)  
Rina Cutler  
(not represented)  
(not represented)

### Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division

(not represented)  
Matt Smoker

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)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Pippa Woods
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)
New Jersey Office of Smart Growth	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer

**DVRPC Co-Counsel**

Pennsylvania Co-Counsel	Timothy J. Carson, Esq.
New Jersey Co-Counsel	Thomas J. Coleman, Esq.

**DVRPC Staff:** Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, Thabet Zakaria, John Ward, Elizabeth Schoonmaker, Patty Elkis, Thomas Walker, Matthew Gates, Sarah Oaks, Candace Snyder, and Jean McKinney.

**Guests**

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
Delaware River Port Authority	James McQuilkin
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
Southeastern Pennsylvania Transportation Authority	Kathleen Zubrzycki
New Jersey Turnpike Authority	Brian C. Wahler
Bucks County TMA	Steve Noll
	Brandon Shaw
Cross County Connection TMA	William Ragozine
PENJERDEL Council	Andrew Warren
DVRPC Regional Citizens Committee	Jim Richardson

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

Chair Carol Aichele called the meeting to order at 10:05 a.m.

Chair Aichele welcomed Leah Arter the new DVRPC Board member representing Burlington County.

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of February 26, 2009**

On a Motion by Mr. Hoeffel, seconded by Mr. Kuhn, the minutes of the Board Meeting of February 26, 2009 were approved as distributed. Ms. Arter abstained.

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

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

**PA09-25: PA 42, Gap Newport Pike over Valley Creek Bridge Replacement Project (MPMS #69917), Chester County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming a final design phase for Gap Newport Pike over Valley Creek Bridge Replacement Project (MPMS# 69917), in FY09 (\$250,000 Act 44). Final design was programmed in the FY2007 TIP and was expected to be encumbered in FY08, but never was.

This project involves the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert. The existing sufficiency rating is 44.7. The proposed structure will have 12 foot lanes with a 12 foot shoulder on the left and a 16 foot shoulder on the right. Approach roadway work will be approximately ½ mile to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no planned pedestrian or bicycle features. This project is currently programmed for utility, right of way and construction.

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

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action PA09-25.

The Regional Citizen Committee (RCC) recommended that the Board approve TIP Action PA09-25. However, the RCC notes the width of the shoulders of the bridge and requests coordination with the project manager and state and county bicycle coordinators to include bicycle/pedestrian facilities at their earliest accommodation.

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

**MOTION** by Ms. Cutler, seconded by Mr. Ritzman, that the Board approve TIP Action PA09-25, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by programming a final design phase for Gap Newport Pike over Valley Creek Bridge Replacement Project (MPMS# 69917), in FY09 (\$250,000 Act 44).

**3. Approval of Project Selection for Pennsylvania Regional Safety Initiatives Line Item Pennsylvania TIP MPMS #57927**

Ms. Schoonmaker explained to the Board that SAFETEA-LU authorized a new core federal aid safety funding program to achieve a significant reduction in traffic fatalities and serious injuries on public roads. Highway Safety Improvement Program (HSIP) funds are apportioned to states (after a set-aside for the Railway-Highway Crossing Program). Currently, the DVRPC region has approximately \$17 million available in the Safety Initiatives Line Item available for projects. \$11.4 million of the region's HSIP funding has already been directed toward Railroad/Highway Grade Crossings (MPMS # 36927) for grade crossing improvements such as the installation or upgrading of warning devices/signals/gates/rubberized strips.

Road Safety Audits have been undertaken by DVRPC staff over the last few years and several improvements have been recommended through those reviews. Four specific projects have been identified and are being recommended for funding through the Regional Safety Initiatives line item. Three of those locations are "Top 5" crash locations for FHWA, and one is eligible as a high risk rural road.

Four new specific projects, listed below, have been identified by a work group and are recommended for funding through the Regional Safety Initiatives line item (MPMS #57927):

- (1) SR 896 Safety Improvements in London Britian and New London Townships, Chester County - \$3,575,000

MPMS #85949 - \$250,000 Right-of-Way (ROW), \$250,000 Utilities (UTL), and \$3,075,000 Construction (CON)

This project implements some of the recommendations of the PA 896 Safety Road Audit conducted in November 2006 by DVRPC in conjunction with PennDOT, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township, a distance of five miles. The purpose of this project is to reduce the number of crashes and related injuries as well as the severity of crashes. The improvements include: (1) increasing the lane and shoulder width along limited, selected sections of PA Route 896; (2) installing signage; (3) installing pavement markers, delineators, and rumble strips; and (4) relocating selected utility poles in the roadway clear zone.

(2) Olney Avenue, Broad Street to Rising Sun Road Safety Improvements in Philadelphia - \$3,669,000

MPMS #85415 - \$400,000 UTL/\$3,269,000 CON

This project implements some of the recommendations of the Olney Avenue Safety Road Audit conducted in April 2008 by DVRPC in conjunction with PennDOT, between Broad Street and Rising Sun Avenue, a distance of 1.55 miles. The benefits of this project includes the minimization of the number of vehicle/pedestrian crashes, and the minimization of the number of vehicular crashes. The improvements may include: (1) conducting traffic signal warrant analyses at select intersections to determine the appropriateness of the existing traffic signals and alternative traffic controls; (2) installing overhead mast-arm traffic signals; (3) installing pedestrian signals and other pedestrian amenities such as crosswalks and signage; (4) replacing/repairing sidewalks; and (5) retrofitting curb ramps to comply with ADA standards. Funds for ADA ramps are included in this project.

(3) Allegheny Avenue, Ridge Avenue to Aramingo Avenue Safety Improvements in Philadelphia - \$3,328,000

MPMS #85417 - \$300,000 UTL/\$3,028,000 CON

This project implements some of the recommendations of the Allegheny Avenue Safety Road Audit conducted in June 2007 by DVRPC in conjunction with PennDOT, between Ridge Avenue and Aramingo Avenue, a distance of five miles. The benefits of this project includes the minimization of the number of vehicle/pedestrian crashes, and the minimization of the number of vehicular crashes. The improvements may include: (1) conducting traffic signal warrant analyses at select intersection to determine the appropriateness of the existing traffic signals and alternative traffic controls; (2) installing overhead mast-arm traffic signals; (3) installing pedestrian signals and other pedestrian amenities such as crosswalks, signage, and ADA ramps; and (4) installing flashing school and speed limit signs. Funds for ADA ramps are included in this project.

(4) Erie Avenue, Broad Street to “K” Street Safety Improvements in Philadelphia - \$2,668,000

MPMS #85419 - \$250,000 UTL/\$2,418,000 CON

This project implements some of the recommendations of the Erie Avenue Safety Road Audit conducted in April 2008 by DVRPC in conjunction with PennDOT, between Broad Street and “K” Street, a distance of 2.5 miles. The benefits of this project includes the minimization of the number of vehicle/pedestrian crashes, and the minimization of the number of vehicular crashes. The improvements include: (1) conducting traffic signal warrant analyses at select intersection to determine the appropriateness of the existing traffic signals and alternative traffic controls; (2) installing overhead mast-arm traffic signals; (3) installing pedestrian signals and other pedestrian amenities such as crosswalks and signage; (4) replacing of sidewalks and curbing, and (5) restriping the roadway. Note \$465,000 for ADA ramps for this corridor are included in a separate PennDOT Maintenance contract.

The PCC/RTC recommends that the Board approve the project selection for the Pennsylvania Safety Initiatives.

The RCC also recommended that the Board approve the project selections for the Pennsylvania Safety Initiatives and further recommends that traffic warrant analyses examine these intersections for modern roundabouts.

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

**MOTION** by Ms. Denworth, seconded by Ms. Cutler, that the Board approve the recommended list of selected projects for safety improvements to be funded with Pennsylvania HSIP funds and modify the FY2009 Transportation Improvement Program (TIP) for Pennsylvania by Adding the list of recommended projects to the Regional Safety Initiatives Line (MPMS #57927) and draw funds down to individual project MPMS numbers at the appropriate time.

#### 4. DVRPC FY 2009 and FY 2010 Planning Work Program Amendments

##### a. Quakertown Rail Restoration Study, Phase II

Tom Walker, DVRPC Manager, Systems Planning, explained to the Board that this project will carry on the 2007 Quakertown Rail Reactivation Study with Jacobs Engineering as the transportation consultant. DVRPC staff will provide overall project management services and also prepare ridership forecasts and FTA user benefit estimates for the new alternatives. The consultant will update the capital improvement and operating cost assumptions and then prepare capital and operating cost estimates for the refined alternatives. The study is intended to refine the alternatives (up to five new alternatives), ridership forecasts, operating and capital cost estimates and FTA benefits calculation at a cost of \$239,847, of which \$90,000 is allocated to DVRPC and \$149,847 to Jacobs Engineering.

The cost and source of funds will be \$239,847 in dedicated funds from the Pennsylvania Department of Transportation.

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

**MOTION** by Ms. Cutler, seconded by Mr. Hoeffel that the Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the Quakertown Rail Restoration Study, Phase II.

##### b. US 422 River Crossing Complex Traffic Study, Supplement 1

Matthew Gates, DVRPC Senior Transportation Engineer, explained to the Board that PennDOT is evaluating additional alternatives for the US 422 Schuylkill River Bridge and its adjacent interchanges in Montgomery and Chester Counties. These alternatives are intended to reduce the cost of implementing the project and also meet the transportation needs of the region. In addition, Lower Providence Township is preparing a Point of Access study for a new interchange at US 422 and Pawlings Road, within the PennDOT study area. This project will provide traffic data and forecasts that are needed to evaluate the benefits and impacts of the various alternatives that are proposed for US 422 and its interchanges.

The cost and source of funds will be \$190,000 in dedicated funds from the Pennsylvania Department of Transportation, plus \$ 35,000 from Lower Providence Township.

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

**MOTION** by Mr. Hoeffel, seconded by Mr. Levecchia that the Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the US 422 River Crossing Complex Traffic Study, Supplement 1.

c. Planning and Designing a Local Food Economy Grant Program

Patty Elkis, DVRPC Associate Director, Comprehensive Planning, explained to the Board that the William Penn Foundation has awarded DVRPC \$1,375,000 to research, design, and administer a grant and technical assistance program, at their request, that would offer grants to values-driven businesses and non-profits that support Greater Philadelphia's emerging Local Food Economy. The grant program would promote innovation and leadership in the region's urban agriculture and local food sectors.

DVRPC will work closely with a small advisory committee, including representatives from the William Penn Foundation, Philadelphia Mayor's Office of Sustainability, the City of Philadelphia's Commerce Department, and others to be determined, to create the grant program.

The work would commence on March 27, 2009 and officially conclude on April 1, 2011.

Andrew Levecchia, Camden County asked Ms. Elkis for an example of the types of programs that would result from this program. Specifically, Mr. Levecchia was concerned whether New Jersey would be included.

Ms. Elkis responded that it is not clear, at present, as to the eligibility for which individuals and activities would be included. There is much interest within the region to include farmers, distributors and food processors. The steering committee will determine the specifics, however, it is a regional effort and New Jersey will be included in this program.

The PCC/RTC did not review this work program amendment.

Favorable recommendation was received from the RCC that the Board amend the Work Program to include the Local Food Economy Grant Program.

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

**MOTION** by Mr. Kuhn, seconded by Ms. Denworth, that the Board amend the DVRPC Fiscal Year 2009 and Fiscal Year 2010 Planning Work Programs to include the “Researching, Designing, and Administering a Local Food Economy Grant Program.”

5. **Approval of the FY 2010 PennDOT Transportation Management Assistance (TMA) Grant Program Work Programs**

Sarah Oaks, DVRPC Senior Transportation Planner, explained to the Board that PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA’s work program is tailored to the particular transportation needs of Center City. The individual Work Programs (distributed to the Board) give a description of the work each of them plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, SEPTA, and PennDOT.

The maximum allowable grant is \$192,000 per TMA, and each TMA has applied for that amount. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of each application indicates each applicant is able to meet their match requirement.

Draft work programs for each applicant were released for comment in February. Comments received by the closing date of February 20 were incorporated and the final documents are now ready for approval.

This project will not alter the region’s conformity finding since the 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. Pickett, seconded by Ms. Cutler, that the Board approve and forward to PennDOT for their approval the FY 2010 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600 CMAQ, \$230,400 TMA match).

## **6. Approval of FY 2010 Mobility Alternatives Program (MAP) Work Programs**

Ms. Oaks, explained to the board that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation (through the Clean Air Council) and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride Program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual work programs (distributed to the Board) and give a description of the work which will be undertaken in FY 2010.

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

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

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

**MOTION** by Mr. Pickett, seconded by Ms. Cutler that the Board approve and forward to PennDOT for their approval the FY 2010 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, The Clean Air Council, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

**7. Approval of FY 2010 Pennsylvania Job Access Reverse Commute (JARC) and New Freedom Funding Recommendations**

Richard Bickel, DVRPC Director, Planning Division, explained that under SAFETEA-LU regulations, the Job Access and Reverse Commute (JARC), New Freedom (NF), grant programs are now components of a Coordinated Human Services Transportation Planning (CHSTP) process. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the Governor's designated recipient for both the JARC and New Freedom programs. Local non profit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. SEPTA works with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs) to conduct a "fair and equitable" selection process consistent with the adopted regional Coordinated Human Services Transportation Plan. This includes plan updates, outreach, ranking and recommendation of project applicants, and adding projects to the regional Transportation Improvement Program (TIP), pending grant approvals. Ranking criteria include objectives from the Pennsylvania state application and regional priorities including the continuation of successful projects, additional external funding, and the cost per rider. The selected projects (distributed to the Board) are listed in ranked order to accommodate changes in funding levels, and include a project qualifying in the "small-urban" category (to be forwarded directly to PennDOT for funding consideration). A change this year is the use of a uniform state-wide application for Pennsylvania Department of Transportation (PennDOT) matching funds.

The JARC grant program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. The FY10 JARC program, which is now allocated based on a federal formula, provides \$2,959,000 of FTA funds. The Pennsylvania Department of Transportation (PennDOT) is providing overmatch funds of \$4,800,000 for a total southeastern Pennsylvania program of \$7,759,000.

The New Freedom (NF) grant program is intended to provide transportation services for people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA). Fiscal Year 2010 FTA New Freedom funds for the five-county Pennsylvania region total \$1,082,000 with PennDOT providing matching funds of \$270,000 for a regional total of \$1,352,000.

Following project solicitation in November/December 2008, DVRPC received 39 JARC and eight New Freedom sub-recipient applications. Staff forwarded the submissions to the Pennsylvania selection sub-committee, established by the Board for previous rounds of the JARC program, for their review. The selection sub-committee met on February 20th, and recommended 31 JARC, and seven New Freedom applications to be included in SEPTA's application to the FTA. Also, one JARC small urbanized area application for the Pottstown area was recommended to be forwarded to PennDOT for their evaluation on a statewide basis. The Committee recommends that the selected projects be funded for fiscal year FY 2010.

James Cawley, Bucks County Commissioner, commented on his disappointment of two projects in Bucks County which were not recommended for funding: (1) the Bristol Rushbus, and (2) the Street Road Rushbus. The Bristol Rushbus has been operating for four years and the Street Road Rushbus for six. These two services eliminate approximately 48,000 one-way automobile trips per year and service 120 jobs. Steve Noll from the Bucks County TMA provided additional information on these services. With these statistics, Commissioner Cawley inquired as to how these two services fell below the line for funding.

Mr. Bickel explained that a key factor, particularly for the Street Road Rushbus, is cost per rider. The first service was \$9.50 per rider and the second service was \$20.32 per rider, which was the highest per rider cost of all the projects submitted. In addition, no matching funds were explicitly defined showing sustainability efforts.

Commissioner Cawley commented that the application form had been changed and asked if the previous application form had been maintained would that had made a difference in the ranking of the two services.

Mr. Bickel responded that the application form had been standardized by PennDOT on a statewide basis. He also noted that the cost per rider has been a factor throughout the JARC program and although ridership and other factors can change, the projects are examined at the time the application is submitted.

Joseph Hoeffel, Montgomery County Commissioner, commented that the Montgomery County Planning Commission staff also had some concerns with the application of the cost per rider analysis in the selection process and asked if it could be explained.

Mr. Bickel explained that after considering the other factors in the evaluation process, the cost per rider was examined and added on a one-time basis. The Montgomery County staff representative had sought to use it as part of the scoring from each of the eight members of the review committee. This approach was not accepted by DVRPC staff or the other review committee members because it was felt that it would exaggerate the value of the cost per rider factor.

Commissioner Hoeffel then asked DVRPC staff to continue to improve the JARC application form, the evaluation criteria, the scoring system, and the time line.

Mr. Bickel responded that meetings with the respective Pennsylvania and New Jersey review committees will be scheduled in May following the New Jersey project review scheduled for April.

Barry Seymour, DVRPC Executive Director, added that there was a constrained time frame and Board action was needed in March to keep from an interruption in funding. DVRPC staff made every effort to give each project their due process. The projects selected are all continuation of service projects, however, there was not sufficient funding to support all projects.

Andrew Warren, PENJERDEL Council, inquired if the cost per rider for these projects was based on an annual cost.

Kathleen Zubrzycki, Southeastern Pennsylvania Transportation Authority (SEPTA), commented that, although SEPTA does not rank the projects, they do review the applications to see what the proposals offer and whether they meet the guidelines. SEPTA then provides, from their perspective, factual information to the selection committee. This information included a chart which showed a historic annual cost per rider. Ms. Zubrzycki also stated that some agencies cost per rider calculations were inconsistent from what SEPTA reports annually.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve the recommended projects for the JARC and New Freedom Grant Programs.

The Board adopted the following **motion**:

**MOTION** by Mr. Pickett, seconded by Ms. Cutler, that the Board approve: (1) the ranked project recommendations for JARC Urban applications and the Small-Urban application, and New Freedom funding; (2) approve modification of the TIP, JARC program (MPMS #60629) to adjust the funding from \$7,225,682 to \$7,759,000 (\$2,959,000 JARC/\$4,800,000 state funds) in FY2010; (3) approve amendment of the TIP to add the New Freedom program (MPMS to be determined) for \$1.352 million (\$1,082,000 New Freedom/\$270,000 State match) in FY 2010; and (4) SEPTA administrative expenses of \$25,000 for the New Freedom program, to be drawn from SEPTA's Station Improvement project. Should additional funding become available, every effort will be made to fund additional JARC projects.

James Cawley, Bucks County Commissioner, **opposed** the motion.

**8. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties**

Ms. Elkis explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania that provide grants and low interest loans for drinking water, wastewater, stormwater management, and brownfield remediation projects. PENNVEST forwards applications to DVRPC for review for consistency with the long range plan, and to coordinate with county plans. We typically received five to six applications per year. This month, we received 23 applications (distributed to the Board) to review, due to PENNVEST's request for applications in anticipation of Stimulus funding, and due to the H2O Pennsylvania Act, which provides \$800 million for similar type projects. The H2O money provides grants, but requires a 50% cash match, which can come from PENNVEST. So a number of the PENNVEST applications were also H2O applications.

Originally, PENNVEST sent 22 applications which were reviewed by DVRPC staff and forwarded to the counties for their review. However, last week, it was discovered that PENNVEST omitted one application from Montgomery County. That application, in Upper Pottsgrove Township, has since been reviewed by DVRPC and the county.

The 23 applications together are requesting \$345 million, ranging from \$400,000 for waterline replacements in Sellersville to \$78 million in sewer line replacements and elimination of one CSO in Philly. There are 13 wastewater, nine drinking water, and one stormwater management project. By county, there are six applications in Bucks, four in Chester, eight in Delaware, two in Montgomery, and five in Philadelphia. That adds up to 25, because two applications cover projects in two counties.

All of the projects are consistent with the DVRPC Destination 2030 Long Range Plan, restore and maintain existing infrastructure systems, services and capacity to support existing development, as well as attract new population and employment growth. In other words, all the PENNVEST requests are for projects that upgrade, restore, or maintain current systems for existing development to some degree. Thirteen projects also support the policy "to improve surface water quality of all watersheds." And one project supports the policy "to increase public awareness and involvement in water related issues". From those perspectives, all projects would be considered consistent with the 2030 Plan.

However, five projects also increase sewage treatment capacity – and we examined these to make sure the increased capacity would serve areas designated for growth, not preservation. Four of the five projects increase capacity in areas of existing development or areas designated for Future Growth – the Bristol Township Treatment Plant Improvement Project, which ends the moratorium on sewer connections in an area targeted for infill and redevelopment in Bristol Township, the Crum Creek Interceptor Improvements, which address capacity issues dealing with the possible addition of Newtown, Edgemont and Upper Providence townships, all designated for future growth, the Southern Delaware County Authority Beech Street Pump Station Upgrades, which provide new station capacity in Bethel and Upper Chichester townships, also designated for FGA, and the Upper Pottsgrove project, which adds sewer lines to the area around Farmington Avenue and Route 100, an area with existing development and designated for growth on the county and regional plans.

The one project that poses some questions is the Pennsylvania American Water Company Coatesville Wastewater Treatment Plant Phase 2 project. This involves an upgrade of the 1932 facility and a doubling of the treatment capacity from 3.85 mgd to 7 mgd. In 2005 PADEP issued a Consent Order requiring the upgrade and expansion of the facility to replace the aging infrastructure and meet the needs of the tributary municipalities. These tributary municipalities that would receive public sewer service are East Fallowfield, Highland, West Caln, West Sadbury, West Brandywine, Sadsbury, Valley and Caln. All but the last two have areas designated for rural conservation lands on the DVRPC plan and as rural landscapes on Chester County's Landscapes Plan.

DVRPC, Philadelphia, Delaware, Montgomery, and Bucks County found all projects consistent with county and regional plans and policies. Chester County found all projects consistent with county plans and policies, but Chester County and DVRPC have a special recommendation for the Pennsylvania American Water Company project. This project involves a \$14.2 million request to upgrade a 1932 facility from 3.850 mgd and 16,220 EDUs to 7 mgd and 31,111 proposed EDUs, to meet the requirements of the 2005 Consent Order from DEP to replace the aging infrastructure, meet the growth needs of the tributary municipalities, and meet current and future effluent standards. As per the consent order, the treatment

facility must be complete by January 2010. In their letter to PENNVEST regarding this application, Chester County referred to their November 2006 letter to Pennsylvania American Water Company that reviewed the company's Draft Act 537 Plan. In the letter, CCPC supports the technical recommendations of the Plan as they related to the plant upgrade, but CCPC states that they are concerned that the Plan Update does not fully address the requirements of Act 537 as they relate to future sewage needs of the region. The letter lists numerous deficiencies, discrepancies with other mapping and data, and other aspects of the plan that are unclear. For example, questions about PAWC expansion into areas classified as rural and natural landscapes needed clarification, as did issues relating to why PAWC did not propose more land application of sewage, especially to maintain watershed balances.

Chester County and DVRPC recognize the need to meet the DEP Consent Order and to upgrade and expand capacity at the Coatesville Wastewater Treatment Plant, and therefore support approval of the PAWC PENNVEST application for funding, but at the same time, we recommend that PENNVEST request Pennsylvania American Water Company to continue to work with the county and the tributary municipalities to ensure that the new sewer lines serve areas designated for growth and do not facilitate additional growth in areas designated as rural or natural areas.

Chair Aichele commented on the Coatesville Wastewater Treatment Plant application. This project, which would upgrade the Coatesville sewer system has been a high profile concern in Chester County for some time. Meetings with the local community and a multi-municipal planning group have been ongoing to resolve all issues.

Joanne Denworth, Pennsylvania Governor's Policy Office, recommended that all the PENNVEST applications, including Coatesville, be approved with the caveat that PENNVEST will continue to work with PAWC, Chester County and the municipalities to resolve any issues.

Favorable recommendation was received from the PCC/RTC in accordance with the staff recommendation.

The RCC recommended that the Board approve the PENNVEST applications with the **exception** of the Coatesville Wastewater Treatment Plant application in Chester County.

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

**MOTION** by Ms. Denworth, seconded by Mr. Levecchia, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding applications in Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties are consistent with the Destination 2030 Long Range Plan and county plan reviews, however, recommends that PENNVEST request the Pennsylvania American Water Company to continue to work with Chester County and the tributary municipalities to ensure that the new sewer lines in Coatesville serve areas designated for growth and do not facilitate additional growth in areas designated as rural or natural areas.

**9. Proposed Amendment to the Tri-County Water Quality Management Plan**

Ms. Elkis explained to the Board that an Amendment to the Tri-County Water Quality Management Plan, published in the New Jersey Register of January 20, 2009, correcting the projected wastewater flow at build-out from 38 MGD to 38.6 MGD in the Gloucester County Utility Authority Wastewater Management Plan. The amendment to this Plan was approved by the DVRPC Board on April 24, 2008 and has been adopted by the New Jersey Department of Environmental Protection. The original amendment notice in the *New Jersey Register* of January 7, 2008 inadvertently published the projected flow at 38 MGD. The Factsheet on which DVRPC and the Tri-County Board made their review and decision in 2008 had the correct amount of 38.6 MGD. This new amendment makes the official correction and needs Board approval.

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

**MOTION** by Mr. Romick, seconded by Ms. Paul, that the Board approve the proposed amendment to the Tri-County Water Quality Management Plan published in the New Jersey Register of January 20, 2009, correcting the projected wastewater flow at build-out from 38 MGD to 38.6 MGD in the Gloucester County Utility Authority Wastewater Management Plan by adopting Resolution No. B-FY09-005 (copy attached).

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

Warren Strumpfer, RCC Chair, reported on the activities of the RCC Meeting of March 17, 2009.

Mr. Strumpfer reported that the RCC heard three staff presentations: *Taming Traffic: Context Sensitive Solution*, presented by Gregory Heller; *Congestion Management Process: Developing Supplemental Strategies*; and *Update on Issues Affecting Transportation conformity in the DVRPC Region*, presented by Sean Greene.

The RCC also approved a resolution for Board consideration (attached as part of these minutes) in the RCC Recommendations to the Board for March 26, 2009.

Mr. Seymour stated that he and staff would meet with the RCC to discuss the contents of the resolution.

## **11. Update on the Connections Long-Range Plan**

Michael Boyer, DVRPC Manager, Office of Long Range Planning, presented to the Board an update on the Connections Long-Range Plan.

Mr. Boyer explained that four issue areas: transportation, land use, the environment, and economic competitiveness have been identified for the Plan. These areas form the framework of the plan, however, the goals and strategies under these categories are continually being updated and new elements are also being included. The two major components are the Land Use Plan and Planning Areas and Centers.

The Land Use Plan has been updated using the new 2005 land use files and is reviewed for consistency with new county land use plans. Some components have been revised and unique planning strategies have been developed for each of the four Planning Areas: the core cities, developed communities, growing suburbs, and rural areas.

The focus in revising The Centers was on development and density in the region: residential, commercial, and employment.

The transportation project selection process for the Plan is also being reviewed which includes: identifying revenues, updating costs for projects included in current plan, and identifying new priorities. Within this process a cost assessment is being examined to determine what is needed to bring projects up to a state-of-good-repair, and what is needed for maintenance.

Mr. Boyer then presented information on Pennsylvania and New Jersey highway needs assessment and allocation, and the Pennsylvania and New Jersey transit needs assessment and allocation.

Mr. Boyer concluded and stated that the project selection for the Plan should be complete in mid-April, the conformity determination complete in early May, the public comment period complete by mid-June and the DVRPC Board adoption requested in July.

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

Mr. Seymour called the Board's attention to the *Greenhouse Gas Emissions Inventory Report* available at the Board meeting.

a. Pennsylvania Community Transportation Initiative Project Selection

Mr. Seymour reported that PennDOT has allocated \$60 million statewide for Smart Transportation Projects. Projects (approximately 131) have been received at DVRPC and by the counties for review. Since there is not enough funding for all of these projects, a priority list needs to be prepared in the near future.

b. New Jersey Alliance for Action Stimulus and Transportation Programs

Mr. Seymour reported that the New Jersey Alliance for Action has two events taking place. The first is on April 2 which will focus on the Stimulus package and the second is scheduled for April 13 where Governor Corzine will be participating in a statewide transportation program. Both events will take place at the Trenton Marriot.

c. Brookings Institution Regional Stimulus Approaches

Mr. Seymour reported that he had the opportunity to go to Washington to participate in a Brookings Institution sponsored conference which gathered regional representatives from around the country to discuss the stimulus program.

d. Greater Philadelphia Regional Stimulus Meeting

Mr. Seymour reported that on March 26, the Pennsylvania counties have been invited by Mayor Nutter to discuss a regional approach to the stimulus funding. Mayor Nutter is interested in expanding the invitation to the New Jersey counties and Wilmington to continue these discussions and discussions on other regional issues.

e. DVRPC Annual Dinner and Awards

Mr. Seymour called the Board's attention to the invitation for the DVRPC Annual Dinner scheduled for May 14, 2009 and urged all Board Members and Alternates to attend.

**13. Committee Reports**

The following committee highlights 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.

**14. One Minute Reports**

Mr. Ritzman reported that Rick Hogg, PennDOT Deputy Secretary for Highway Administration, is retiring. Scott Christie will replace Rick Hogg.

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:03 p.m.

Attachments:

- (1) Resolution No. B-FY09-005
- (2) PCC/RTC Recommendations to the Board for March 26, 2009
- (3) RCC Recommendations to the Board for March 26, 2009

Additional Documents Distributed to the Board:

- (1) Alert, March, 2009
- (2) TravelSmart, March , 2009

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