

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of July 28, 2011

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

Membership Present

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

New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy Office
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 Kuhn
James Ritzman
James Mosca
(not represented)
Ronald Henry
Andrew Paris
(not represented)
Terence Farrell
Ronald Bailey
John Pickett
Kenneth Hughes
Carol Ann Thomas
Andrew Levecchia
Richard Westergaard
Matthew Lawson
(not represented)
Rina Cutler
(not represented)
(not represented)

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division
U.S. Department of Housing and Urban
Development, Region III
U.S. Environmental Protection Agency, Region II
U.S. Environmental Protection Agency, Region III
Federal Transit Administration, Region III
Southeastern Pennsylvania Transportation Authority
New Jersey Transit Corporation
New Jersey Department of Environmental Protection

(not represented)
Camille Otto
(not represented)
(not represented)
(not represented)
(not represented)
Byron Comati
Louis Millan
(not represented)

Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
New Jersey Office for Planning Advocacy	Katherine Meade
Regional Citizens Committee Chair	Aissia Richardson

DVRPC Co-Counsel

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

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, John Ward, Elizabeth Schoonmaker, John Griffies, Sean Greene, John Coscia, Alison Hastings, Candace Snyder, Paul Smith, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Adam Grimes
	Linda Guarini (Dist. 6)
Cross County Connection Transportation Management Association	William Ragozine
Bucks County Citizen	Jerry Lutin
Delaware River Port Authority (Intern)	Kirby Dixon
Bike Coalition of Greater Philadelphia	John Boyle

Call to Order - Chair's Comments

Vice Chair Andrew Paris called the meeting to order at 10:08 a.m.

Public Comments on Non-Agenda Items

No public comments were stated.

Vice Chair Paris announced that a quorum for the meeting did not exist at present and moved to the information items.

1. Executive Director's Report

a. Classic Towns Tour

Mr. Seymour reported that the Classic Towns tour of Ardmore and Manayunk took place on July 27, 2011 and was very successful. Three new communities have joined the program: Lansdale, Montgomery County, Kennett Square, Chester County, and Bordentown City, Burlington County.

b. Federal Transportation Legislative Proposals

Mr. Seymour updated the Board on the status in Washington on the Federal Transportation Reauthorization. During the past month the House Infrastructure Transportation Committee issued their proposal for a six year \$230 billion bill which is a 30% reduction compared to the last six year bill. This amount is based on the actual forecast of revenue coming in under the Trust Fund. The Senate has proposed a two year bill of \$109 billion.

c. Pennsylvania Transportation Funding Advisory Commission

Mr. Seymour reported that the Pennsylvania Transportation Funding Advisory Commission is ready to issue their final report to the governor next week. \$2.5 billion in additional annual funding is being recommended ramping up over a five year period, for additional transportation funding.

James Ritzman, Pennsylvania Department of Transportation (PennDOT), added that the report with the recommendations is posted on the PennDOT website. The \$2.5 billion would come from three major components: (1) Pennsylvania State Police moving to the general fund; (2) Oil Company Franchise Tax; and (3) Increase in Vehicle Registration Fees.

Mr. Ritzman also mentioned an additional recommendation page in the report which endorses public/private partnership language and local funding enabling legislation.

Lastly, Mr. Ritzman noted that there is a recommendation stating that the intermodal transportation fund be in the same category as the motor license fund which enables looking for opportunities for both rail freight and aviation.

d. DVRPC Congressional Staff Briefing

Mr. Seymour reported that a Congressional Staff Briefing is scheduled for August 10, 2011 at DVRPC.

e. Annual Awards and DVRPC Board Retreat

The Annual DVRPC Board Retreat is scheduled for September 22, 2011. The theme for the retreat is "shared services". Also, the Regional Excellence Awards will be presented at the Retreat.

f. FY 2013 Work Program Development

The development of the FY 2013 DVRPC Work Program will begin shortly and staff will be reaching out to the Board for their project priorities and recommendations.

g. Pennsylvania State Transportation Commission

On September 16, 2011 at DVRPC the Pennsylvania State Transportation Commission will be hosting a statewide meeting to finalize their Twelve-Year Program.

A quorum was now present at the meeting and Vice Chair Paris resumed with the action items listed on the agenda.

2. Minutes of Meeting of June 23, 2011

On a Motion by Ms. Cutler, seconded by Mr. Kuhn, the minutes of June 23, 2011 were approved as distributed.

3. Transportation Improvement Program (TIP) Actions

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

a. PA11-35: Vine Street Expressway Bridges (MPMS #80054), Philadelphia

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by increasing the scope and cost of the Vine Street Expressway Bridges projects (MPMS# 80054, 88767, and 88768), by adding a preliminary engineering phase of \$975,000 (\$780,000 STP/\$146,250 State 581/\$48,750 Act 26) in FY11 to MPMS #80054 that would address two structurally deficient bridges on Spring Garden Street that will serve as detour routes while the Vine Street bridges are under construction. It has been anticipated that the Spring Garden Bridges would be used for detour routes, but recent inspections have determined that some rehabilitation work will be required for the structurally deficient structures prior to them being adequate to serve this detour purpose, and preliminary engineering work is required to get those structures ready for construction prior to establishing them as detour routes. Preliminary engineering is already underway for the Vine Street structures, and all PE work for the overall Vine Street project will be contained in one MPMS#.

There are multiple projects in Philadelphia for the replacement of seven structurally deficient Vine Street Bridges that cross over I-676/Vine Street Expressway (MPMS #'s 80054, 88767, and 88768) totaling approximately \$130 million. The seven structures carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway (Shakespeare Park), and Family Court Pedestrian Walkway over I-676/Vine Street Expressway. The rehabilitation work on the two structures on Spring Garden Street will increase the construction cost of the overall project.

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 modification as this project is exempt from the regional air quality analysis.

Mr. Seymour noted that the Regional Citizens Committee (RCC) did not meet in July, however, all actions items were posted on the DVRPC website for comment. Comments was received for TIP Action Item PA11-35 and PennDOT responded.

b. PA11-36: US 422 Expressway Reconstruction, Section M1A-Armand Hammer Boulevard Over Schuylkill River (MPMS #64222), Chester County

PennDOT has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the construction phase by \$23,563,000 for US 422 Expressway Reconstruction, Section M1A (PA 724 to Sprogels Run)/Armand Hammer Boulevard over Schuylkill River (MPMS# 64222), and increasing programming accordingly: \$4,371,000 BOO/\$1,093,000 state 185/\$1,155,000

NHS/\$289,000 581 for construction in FY11; \$1,843,000 BOO/\$461,000 State 185 for construction in FY12; \$4,244,000 NHS/\$1,061,000 State 581 for construction in FY12; and \$7,237,000 BOO/\$1,809,000 State 185 for construction in FY14. The cost estimate for this project was recently updated and includes the following cost increases:

- \$12.5 million for construction of partial width causeways, including clean-up and reconstruction due to flooding in the river as required by various agencies.
 - \$5.5 million of this cost is estimated for reconstruction of the causeway repairs due to flooding events.
 - \$5 million approximately, estimated for the effort to remove and replace each of the four causeways.
 - \$2 million estimated for new materials per design plans for the causeway reconstruction.
- \$500,000 is attributed towards additional clearing and excavation efforts, to construct the wetland mitigation site and create approximately one acre of forested wetland.
- \$1.9 million is attributed to additional Construction Engineering (CENG) costs, due to construction cost increase.
- \$8.6 million is attributed to the increase in oil/fuel/material costs, due to the substantial increase of commodity prices since similar projects were let in the District during December, 2010. This increase accounts for the volatility in unit price costs.

This project provides for the replacement of three bridges carrying US 422 over the Schuylkill River, the Norfolk Southern Railroad spur, and the Norfolk Southern Railroad mainline; the removal of one existing structure carrying US 422 over Ramp E & F (eastbound US 422 on and off ramps); and the replacement of one bridge carrying Armand Hammer Boulevard over US 422.

The project will also include realignment of the Armand Hammer Boulevard Interchange from a trumpet configuration, with tight loop ramps and indirect connection, to a diamond configuration with a direct connection between Armand Hammer Boulevard and US 422. As a result, approximately one mile of expressway will be reconstructed. The entire project is encompassed within North Coventry and Lower & West Pottsgrove Townships in Chester and Montgomery counties.

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 modification as this project is exempt from the regional air quality analysis.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC), the Board unanimously adopted the following **motion**:

MOTION by, Commissioner Farrell, seconded by Ms. Cutler, that the Board approve the following TIP Actions:

- (1) PA11-35, PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by increasing the scope and cost of the Vine Street Expressway Bridges projects (MPMS# 80054, 88767, and 88768), by adding a preliminary engineering phase of \$975,000 (\$780,000 STP/\$146,250 State 581/\$48,750 Act 26) in FY11 to MPMS #80054 that would address two structurally deficient bridges on Spring Garden Street that will serve as detour routes for the Vine Street structures.
- (2) PA11-36, PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the construction phase by \$23,563,000 for US 422 Expressway Reconstruction, Section M1A (PA 724 to Sprogels Run)/Armand Hammer Boulevard over Schuylkill River (MPMS# 64222), and increasing programming accordingly: \$4,371,000 BOO/\$1,093,000 state 185/\$1,155,000 NHS/\$289,000 581 for construction in FY11; \$1,843,000 BOO/\$461,000 State 185 for construction in FY12; \$4,244,000 NHS/\$1,061,000 State 581 for construction in FY12; and \$7,237,000 BOO/\$1,809,000 State 185 for construction in FY14.

c. PA11-37: Philadelphia Traffic Operations Center (MPMS #93106), Philadelphia County

The City of Philadelphia has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new \$2,320,000 project to the TIP, the Philadelphia Traffic Operations Center (MPMS# 93106), and programming preliminary engineering (\$320,000 CMAQ/\$80,000 Local), final design (\$1,136,000 CMAQ/\$284,000 Local), and construction (\$400,000 CMAQ/\$100,000 Local) in FY11.

This project provides for the design and construction of a Traffic Operation Center (TOC) and Intelligent Transportation System (ITS), in the Northern Liberties section of the City of Philadelphia. The TOC will service the City of Philadelphia and will tie into PennDOT District 6-0's TOC as well as DVRPC's Regional Integrated Multi-modal Information System (RIMIS). Implementation of the TOC will be a three year effort.

Currently, the City of Philadelphia is one of the 6 largest cities in the nation and the only one without a Traffic Operation Center (TOC). The new project uses funds available from the region and will be located inside the Philadelphia Fire Administration Building at 240 Spring Garden Street, which is the location of the City's current Emergency Operations Center (EOC). The decision to co-locate the TOC and EOC was driven by operational logistics and to help keep costs down. The City's fiber optic "backbone" runs into this location and it is also the location of the 911 call center. Additionally, the City's Office of Emergency Management is currently re-designing the EOC space and has offered to design and build space for the TOC stations at no additional cost. This effort will centralize traffic and ITS control within one of the highest vehicular traffic congested cities in the Commonwealth.

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

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

MOTION by Ms. Thomas, seconded by Mr. Henry, that the Board approve TIP Action PA11-37, The City of Philadelphia's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new \$2,320,000 project to the TIP, the Philadelphia Traffic Operations Center (MPMS# 93106), and programming preliminary engineering (\$320,000 CMAQ/\$80,000 Local), final design (\$1,136,000 CMAQ/\$284,000 Local), and construction (\$400,000 CMAQ/\$100,000 Local) in FY11.

d. NJ10-73: Camden Waterfront Roads, Phase Two (DB# D1201), Camden County

NJDOT has requested on behalf of Cooper's Ferry Development Association that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Camden Waterfront Roads, Phase Two (DB# D1201), and programming construction in FY11 (\$1,200,000 DEMO). Funds are provided by a FY2005 Appropriations, DEMO ID #NJ116. NJDOT is working towards final approval of the CED (Categorical Exclusion Document) from Cooper's Ferry in order to authorize the funds before the end of the federal fiscal year. As a back-up plan, the project is also being added to the Draft FY2012 Draft NJ TIP as one of the Recommended Changes to the program in case NJDOT staff is unable to get funds federally authorized this fiscal year.

This project will provide for the extension of two city roads in the downtown waterfront area of Camden City: Riverside Drive from Cooper Street to Penn Street and Cooper Street from Delaware Avenue to the Delaware River. The project objective aims to improve vehicular and pedestrian traffic flow, create new public access to the river and waterfront promenade park, and extend the existing street grid in the downtown.

Federal earmark funds will be used to construct underground utilities within the right-of-way of the proposed road extension (Riverside Drive and Cooper Street) and work includes excavation, installation of road foundations and wiring for streetscape lighting, as well as sewer (piping, manholes, drops), water (pipes, hydrant, valve boxes), storm (CSO netting system, pipes, inlets, manholes, castings), and parking (lighting, access improvements) facility components.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds which are additional to the DVRPC region and TIP's current conformity finding will not be impacted by this amendment as project is exempt from the regional Air Quality Analysis.

The PCC/RTC did not review this TIP action.

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

MOTION by Mr. Levecchia, seconded by Ms. Cutler, that the Board approve TIP Action NJ10-73, NJDOT's request on behalf of Cooper's Ferry Development Association to amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Camden Waterfront Roads, Phase Two (DB# TBD), and programming construction in FY11 (\$1,200,000 DEMO).

e. **PA11- 39: I-95, PA Turnpike Interchange (TPK) (MPMS #13347), Bucks County**

PennDOT has requested that DVRPC increase the final design funding represented in the DVRPC TIP for the I-95 PA Turnpike Interchange project (MPMS #13347) by \$18,342,946 Discretionary Interstate funding (FAI-Discretionary) in FY11, recognizing Toll Credit match. This funding is being transferred from PennDOT's Statewide I-95 /Turnpike Interchange Line Item (MPMS #90302) in the Statewide TIP and is additional to the DVRPC region. Used to convert advance construct funding to regular federal funding, the funds will help pay final design bills incurred by the PA Turnpike for this project. The Turnpike has expended all funds regularly authorized for the final design phase and is incurring costs that cannot be reimbursed until the advance construct conversion takes place. In addition, "spending authority" is currently available to take this action without impacting any other projects in the DVRPC region. Waiting until Federal Fiscal Year 2012 to take action on this item has the potential to impact the region if spending authority is reduced by Congress.

This interstate completion project will connect I-95 and I-276 in Pennsylvania and facilitate a revised routing of I-95 in PA and NJ. Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange and replacement of the existing River Bridge toll plaza with an all-electronic, on road toll (ORT) facility, as well as removal of the existing US13 interchange toll facility. Additionally, I-95 widening between the PA 413 interchange and I-276 and Turnpike widening between I-95 and the US 13 Interchange is required to accommodate design year traffic movements. I-95 completion and I-95 / I-195 re-designation in PA and NJ will occur at the completion of the aforementioned work. A future Stage 2 will include construction of the ramps without the I-95 designation and the widening and reconstruction of the Turnpike and I-95. A future Stage 3 will include a new bridge over the Delaware River.

Financial constraint will be maintained as the FAI-Discretionary Funds are additional funds to the DVRPC region and the TIP's current conformity finding will not be impacted by this amendment as this project is already included in the regional air quality analysis.

The PCC/RTC did not review this TIP Action.

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

MOTION by Mr. Hughes, seconded by Mr. Pickett, that the Board approve TIP Action PA11-39, PennDOT's request to increase the final design funding represented in the DVRPC TIP for the I-95 PA Turnpike Interchange project (MPMS #13347) by \$18,342,946 Discretionary Interstate funding (FAI-Discretionary) in FY11, recognizing Toll Credit match. This funding is being transferred from PennDOT's Statewide I-95 /Turnpike Interchange Line Item (MPMS #90302) in the Statewide TIP and is additional to the DVRPC region.

4. Adoption of the DVRPC FY 2012-2015 Transportation Improvement Program (TIP) for New Jersey

Ms. Schoonmaker explained that the Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. These same laws and regulations require the MPO to have a long range plan and to update that plan periodically as new conditions or policies are determined or to amend that plan to include new components. A 30-day comment period must be conducted prior to a formal action to adopt the TIP or update/amend the plan.

In the past, DVRPC has annually developed a TIP that covers the New Jersey portion of the region. The update of the TIP for the Pennsylvania portion of the region is done every other year, and discussion is underway at NJDOT regarding moving the TIP Update to a two-year cycle. Work began in November, 2010, on the development of the FY2012-2015 TIP. The New Jersey Subcommittee of the RTC, under the direction of the DVRPC staff, has been working on a Draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice.

The Draft DVRPC FY2012-2015 TIP for New Jersey contains close to 150 projects worth almost \$1.9 billion (an average of \$475 million per year), including \$1 billion dollars for projects primarily addressing the highway system and \$796 million for transit projects for DRPA/PATCO and NJ TRANSIT.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by NJDOT, as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis.

Public Involvement

The Draft TIP document was made available for public review during a 30+ day period which started on June 3, 2011, and ended on July 5, 2011. Legal notices explaining the public comment process were published in the Inquirer, the Tribune,

Al Dia, the Trentonian, and the Courier Post. Media advisories were issued to local news outlets, and an announcement of the public comment period was prominently displayed on DVRPC's homepage, www.dvrpc.org, as well as in the "Public Notices" section of the website. Copies of the TIP document were displayed in area libraries, and an e-mail blast of nearly 7,000 notices was sent to DVRPC committees, non-profit organizations, municipalities, and the general public. A supplemental paper mailing was also sent, specifically targeting New Jersey organizations and municipalities, or those organizations that did not have e-mail addresses. An article advertising the June 29, 2011 public meeting was posted in DVRPC's June newsletter, and the TIP document was shared with individuals who attended a DVRPC regional listening session in Moorestown, NJ in early June. DVRPC held a public meeting at the Cherry Hill Public Library to demonstrate the new Public Comment Web Application and to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Paper documents were also made available. It is worth noting that the public comment period was conducted jointly with NJDOT and NJ TRANSIT and also served as an opportunity to comment on New Jersey's State Transportation Improvement Program (STIP).

DVRPC's website played a vital part in our public outreach effort. The entire Draft TIP was placed on our website, as were the dates and locations of the public meetings and libraries and general information about the TIP and how it was developed, as well as other related documents. The new Public Comment Web Application allowed people to search the Draft TIP interactively, and to submit comments electronically directly from the application via the Internet.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the public meeting to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, the welfare-to-work community, and other citizens.

To date, 13 individuals or agencies provided written comments on the TIP that are included in this packet. Our partner agencies have contributed responses to these comments (distributed to the Board). A chart detailing the currently available recommended changes to the program based on those comments was distributed to the Board.

Conformity Finding:

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the Interagency Consultation Group (ICG) for air quality. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and long-range plan must not cause new air quality

violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the long-range plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

DVRPC’s conformity analysis of the Draft FY2012 TIP for New Jersey and the FY2011 TIP for Pennsylvania is underway and will be completed by the time the TIP is presented to the DVRPC Board for adoption. It is anticipated that emissions of monitored pollutants for each analysis year will be less than the permitted budgets and that the TIP and the long-range plan contribute to the achievement and maintenance of the national ambient air quality standards. All projects in the FY2012 TIP for NJ have been drawn from or are consistent with the long-range plan. DVRPC expects that the TIP will be found to conform to the requirements of the CAAA, as set forth in the Final Conformity Rule.

Fiscal Constraint

The FY2012 TIP for NJ is fiscally constrained to the funding determined to be reasonably available to the region, as provided by NJDOT. The NJDOT financial guidance reflects a reasonable distribution of available state and federal funds to the region and the other MPOs in the state.

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

MOTION by Ms. Thomas, seconded by Mr. Kuhn, that the Board approve the DVRPC FY2012-FY2015 Transportation Improvement Program (TIP) for New Jersey with the proposed recommended changes as the region’s official selection of transportation projects for federal funding, by adopting Resolution No. B-FY12-002 (copy attached).

5. Adoption of Conformity Determination of the FY 2011-2014 TIP for Pennsylvania, FY 2012-2015 TIP for New Jersey and the Connections Long-Range Plan

Sean Greene, DVRPC Senior Transportation Planner, Office of Long-Range Planning explained to the Board that Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with (“conform to”) state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the *Connections* Long-Range Plan (Plan) and FY 2011 PA and FY 2012 NJ TIPs.

In June 2011, the DVRPC opened a minimum 30-day public comment period to receive comment on the draft conformity finding of the *Connections* Long-Range Plan (Plan) and FY 2011 PA and FY 2012 NJ TIPs. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual and 24-hour PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area);
- Annual and 24-hour PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area) and,
- Carbon Monoxide (the entire DVRPC planning area).

DVRPC has held a public comment period from June 20, 2011 to July 21, 2011, and has hosted a public meeting on June 29, 2011.

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

MOTION by Mr. Kuhn, seconded by Mr. Lawson, that the Board approve the conformity finding of the *Connections* Long-Range Plan (Plan) and FY 2011 Pennsylvania and FY 2012 New Jersey Transportation Improvement Plans (TIPs) by adopting Resolution B-FY12-001.

6. DVRPC Fiscal Year 2011 Planning Work Program Amendments

a. Sign Management Planning Initiative

John Coscia, DVRPC Manager, Office of Project Implementation, explained to the Board that the Local Sign Upgrade and Management Planning Initiative will be used to develop a systematic program that will manage roadway sign inventories. Development of the system will include the evaluation and inventory of warning and guide signs in accordance with Part II, Section 2A.08 of the 2009 Edition of the Manual on Uniform Traffic Control Devices. In addition, the system could provide database tools for use in the creation of contract documents for sign replacement projects. The project is necessary to ensure the Cities and Counties are in full compliance with the new FHWA retro-reflectivity requirements for road signs.

The estimated cost is \$2,414,000 funded via the FY 2010 TIP for New Jersey.

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

MOTION by Mr. Lawson, seconded by Mr. Levecchia, that the Board approve the increase of funds to the Sign Management Planning Initiative in the DVRPC FY 2012 Planning Work Program to \$ 2,414,000 . Further, that the Board approve TIP Action NJ10-74, DVRPC's request to modify the FY2010-2013 TIP for New Jersey by drawing \$1,950,000 of STP-STU funds from DB #99362 Trenton Amtrak Bridges FD phase and transferring those funds to the Metropolitan Planning line item (DB #X30A) and increase the funding to the PLS (Planning Study) phase in FY11 to \$2,414,000 to fund the FY2012 UPWP item.

b. Route 422 Traffic and Transit Study – Phase 2

Donald Shanis, DVRPC Deputy Executive Director, explained to the Board that two studies in 2009, the US422 Master Plan and the R6 Norristown Service Line Extension Study, showed the need to determine how to pay for Route 422 improvements to provide congestion relief and potentially support re-establishing parallel passenger rail service. The US422 Master Plan developed 10 potential planning strategies to improve mobility, accessibility, land use and quality of life along the 422 Corridor. The top 2 ranked strategies highlight the public's interest in pursuing transportation improvements.

Pennsylvania, like many states, is facing staggering transportation investment needs due to aging infrastructure and rising construction costs. While there are several important transportation improvement projects along the 422 Corridor programmed for funding in the Transportation Program (TIP), reality is that construction of the majority of the desired projects would not be completed until well after the Year 2020, if at all.

In order to respond to the public's growing concern about transportation issues, Phase 1 of the Traffic and Transit study was completed. The results from looking at alternative funding solutions demonstrated that options were limited and that tolling was a viable alternative to the funding dilemma. Furthermore, it was shown that the tolling of Route 422 was both feasible and would generate enough money to build the needed highway improvements and to implement the new rail service.

This Phase 2 project is intended to engage the citizens, businesses and elected officials in the corridor in a discussion on how to proceed. Detailed information on capital and operating costs, transit ridership, and traffic will be developed. Public opinion will be assessed and technical questions from all sides of the issues will be answered.

The costs and source of funds are \$275,000 (80% FTA earmark, 20% SEPTA match)

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

MOTION by Mr. Hughes, seconded by Commissioner Farrell, that the Board amend the DVRPC Fiscal Year 2012 Planning Work Program to include the Route 422 Traffic and Transit Study – Phase 2.

c. White Paper to Explore Southeastern Pennsylvania's Success in Leveraging Federal Conservation Funding

Alison Hastings, DVRPC Senior Environmental Planner, Office of Environmental Planning, explained to the Board that the GreenSpace Alliance (GSA) has awarded DVRPC a \$15,000 contract to research and write a white paper on Southeastern Pennsylvania's success in applying for and receiving federal funds for land conservation activities.

Federal funding programs to explore include those administered by the US Department of Agriculture, the US Environmental Protection Agency, the Federal Emergency Management Agency, and the National Park Service, among others. The white paper will result in recommendations for future actions and activities carried out by GSA and the region's land preservation community.

The work would commence on July 29, 2011 and officially conclude on December 31, 2011.

The cost and source of Funds are:

<u>DVRPC Salaries, Operating Expenses and Non-labor funds</u>	<u>\$15,000</u>
Total Budget	\$15,000

Term: Approximately 6 months	
Sources: The GreenSpace Alliance	\$15,000
Total Budget	\$15,000

The PCC/RTC did not review this action item.

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

MOTION by Ms. Cutler, seconded by Mr. Hughes, that the Board amend the current DVRPC Fiscal Year 2012 Planning Work Program to include the *White Paper to Explore Southeastern Pennsylvania's Success in Leveraging Federal Conservation Funding*"

7. DVRPC Regional Trails Grant Program: Phase I Early Action Projects

Christopher Linn, DVRPC Manager, Office of Environmental Planning, explained to the Board that the Greater Philadelphia is a region blessed with a variety of opportunities to create a connected network of multi-use trails, including both right-of-ways (ROWs) inherited from the area's long history as a hub of railroad activity and greenway corridors that follow the region's creek buffering and park systems. The Regional Trails Program, administered by the Delaware Valley Regional Planning Commission, with funding from the William Penn Foundation, aims to capitalize upon these opportunities by providing funding for targeted, priority trail design, construction and planning projects that will promote a truly connected, regional network of multi-use trails with Philadelphia and Camden as its hub. The program will also provide technical assistance to trail developers, counties, municipalities and nonprofit organizations.

The program aims to:

- Raise the visibility of the regional trail network overall and support catalytic projects that will advance its completion;
- Foster innovation and collaboration among organizations representing diverse interests and populations advancing the regional trails system;
- Promote "hubs" of trail-related activity that will contribute to community revitalization in urban neighborhoods;
- Provide new opportunities for safe, active transportation throughout the region;
- Create livable, bikable and walkable communities that will promote public health through active living;
- Leverage additional resources for trail development;
- Increase sponsor capacity for project management;
- Promote the regional trail network as a unique, significant amenity for the region's residents and visitors.

Phase I of the program provides capital funding for design and construction projects. Approximately \$5 million is available for Phase I grants. A Request for Expressions of Interest (REI) was posted on DVRPC's website for Phase I grants in early June. Thirty-six requests for funding were received by the application deadline on July 8th. A Technical Advisory Committee (TAC) evaluated the projects on July 20th. Based on discussions at the TAC meeting and review of the submitted Expressions of Interest by staff, several early action projects were prioritized for funding. The remaining projects will be prioritized and presented to the Board in September.

The following four early action projects were selected for funding:

1. Camden County – Kaighns Ave to Rt. 130 Connector Trail – \$50,000 (construction)
2. Manayunk Development Corporation – Manayunk Bridge -- \$400,000 (design)
3. Pennsylvania Environmental Council – Spring Garden Street Greenway – \$75,000 (design)
4. Philadelphia Parks & Recreation – Schuylkill South (former Westrum Property) - \$165,000 (acquisition for future extension of waterfront trail)

The PCC/RTC did not review this action item.

Mr. Seymour requested that Mr. Linn plan the additional applications for projects to be ready for review by the RTC September meeting.

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

MOTION by Ms. Cutler, seconded by Mr. Hughes, that the Board approve the four early action projects selected for funding. These approved projects will subsequently be invited to submit full proposals.

8. One Minute Reports

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

David Kuhn, New Jersey Department of Transportation, stated that the Federal Fiscal Year is coming to a close and urged the counties to submit their projects for authorization.

Joyce Paul, New Jersey Department of Community Affairs, reported that the New Jersey is now operating a local market to bring fresh produce from local farmers to three strategic areas along the Camden Waterfront. Ms. Paul believes this came about due to the awareness which arose from the DVRPC *Access to Local Food* Program.

Barbara Holcomb, Delaware River Port Authority, wanted to thank Elizabeth Schoonmaker, DVRPC staff, for her outstanding efforts in putting together the New Jersey TIP.

Camille Otto, Federal Highway Administration Pennsylvania Division, announced that as of July 18, 2011, Amy Fox, Transportation Engineer, Philadelphia Division has moved to the West Virginia Division. Carmine Fascina, Kathryn Weisner and

George Fleagle will be covering the Transportation programs. Ms. Otto also mentioned that FHWA now has a publicly accessible CMAQ reporting system. Projects from 2002 through 2009 are now available on their website under Air Quality/CMAQ.

Commissioner Terence Farrell, Chester County, reported that the Chester County Train station program is moving forward. An RFP will be issued in the near future for an engineering study at Coatesville along the Paoli line. Commissioner Farrell also reported that the rerouting of Route 352 at the intersection of 926 is nearly complete.

Kenneth Hughes, Montgomery County, reported that the Willow Grove Airport will not be approved for any air traffic program.

Aissia Richardson, RCC Chair, reported that the RCC did not meet in July to review the Board action items, however, a working committee meeting was held to review the work program and work program recommendations for FY 2013. Six new projects were recommended for FY 2013 and 25 projects that were not selected from the FY 2012 will be reviewed. The committee will be meeting again on August 16, 2011.

9. Board Committee Appointments for FY 2012

Mr. Seymour pointed out the memo (distributed to the Board) specifying the Board Committee Appointments for FY 2012.

10. Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant Program

Richard Bickel, DVRPC Director, Planning Division, presented to the Board the HUD Sustainable Communities Regional Planning Grant Program. This program is in its second year and additional funding which is slightly less than last year, was provided through the Federal Appropriations process. DVRPC submitted an application which focused on Transit Oriented Development (TOD), housing activities, and other implementation items focused on local governments. Forty-five metropolitan areas were approved for funding last year, however, our region was not selected. In discussions with HUD, DVRPC gained insight for areas of improvement for the second application round and, with the Board's support, DVRPC hopes to submit another application this year.

The key goal of this program is development and implementation of regional plans for sustainable development in metropolitan areas. The program purpose is very broad and addresses: (1) economic competitiveness and revitalization; (2) social equity, inclusion and access to opportunity; (3) energy use and climate change; and

(4) public health and environmental impact. The sustainable communities partnership consists of HUD, DOT, and EPA and was formed in June 2009.

Two funding categories under consideration are: (1) regional plans for sustainable development; and (2) detailed execution plans and programs. Given the adopted *Connections* Plan, DVRPC is pursuing a Category 2.

Funding available is \$67 million for this program. \$17.5 million is allocated to small metropolitan/rural areas with population of less than 500,000 which leaves \$49.5 million for medium to large regions. A 20% match is required. The maximum grant which DVRPC could apply for is \$5 million and the minimum is \$1 million.

The Reinvestment Fund has agreed to work with DVRPC to help support their application and discussions need to continue with the Board and potential partners to establish a Regional Consortium and a Work Program.

DVRPC intends to submit a pre-application with a map of the region, the population, the amount of funding we are seeking from the grant, and a preliminary identification of the regional consortium. If pre-application is accepted we will be called to submit a full application.

Mr. Seymour added that he will schedule meetings with the counties and cities to discuss projects for this program.

11. Committee Reports

The following Committee Highlights were distributed to the Board for their review:
(1) Planning Coordinating Committee/Regional Transportation Committee; and
(2) Delaware Valley Goods Movement Task Force.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:55 a.m.

Attachments:

- (1) PCC/RTC Recommendations for July 28, 2011
- (2) Resolution No. B-FY12-001 and Resolution No. B-FY12-002

Additional Documents Distributed to the Board:

- (1) Alert, July 2011

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.