

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of July 23, 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

**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 III  
U.S. Environmental Protection Agency, Region II  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation

**Representative**

Joyce Paul  
David A. Kuhn  
Joseph Neal, Esq.  
David Mandelbaum  
Joanne R. Denworth  
James Ritzman  
James Mosca  
James Cawley  
Carol Aichele  
John Pickett  
Kenneth Hughes  
Carol Ann Thomas  
Louis Cappelli, Jr., Esq.  
Charles Romick  
(not represented)  
(not represented)  
Rina Cutler  
(not represented)  
Andrew Carten

Jeanette Mar  
Matt Smoker

(not represented)  
(not represented)  
(not represented)  
Keith Lynch  
Catherine Pop-McDonough  
Richard Roberts

New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Community and Economic Development	(not represented)
New Jersey Office of Smart Growth	(not represented)
Regional Citizens Committee Chair	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, Rich Bickel, John Ward, Elizabeth Schoonmaker, Michael Boyer, Sean Greene, Suzanne McCarthy, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Les Toaso
	Ray Green
	Linda Guarini (Dist. 6)
Delaware County Planning Department	Andrea Fendt
	Justine Bruno
	Nick Gantano
Southern New Jersey Port Authority	Bill Higgins
Cross County Connection TMA	William Ragozine
New Jersey Turnpike Authority	Brian C. Wahler
Delaware River Port Authority	James McQuilkin
Hatch Mott MacDonald	Ronnie Piccolo
	Gary Snyder
Becker & Frensdorf (on behalf of the National Museum Of American Jewish History)	Charles Moleski
Representative from Steve Santarsiero's Office	Adriane Sellers

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

Chair Cappelli called the meeting to order at 10:10 a.m. and thanked Commissioner Carol Aichele for her tenure as Chair for FY 2009. Commissioner Aichele thanked the

Board for the opportunity to serve as Chair. Commissioner Aichele also commented that she is looking forward to her continued service as a Board member.

### **Public Comments on Non-Agenda Items**

No public comments were stated.

#### **1. Minutes of Meeting of June 25, 2009**

On a Motion by Mr. Romick, seconded by Ms. Aichele, the minutes of the Board Meeting of June 25, 2009 were approved as distributed.

#### **2. Adoption of *Connections - The Regional Plan for a Sustainable Future***

Michael Boyer, DVRPC Manager, Office of Long Range Planning and Economic Coordination, explained to the Board that Federal requirements mandate Metropolitan Planning Organizations (MPOs), such as DVRPC, develop a long-range transportation plan with a minimum 20-year horizon that identifies how federal transportation funding will be spent in the region. The *Connections* plan fulfills this requirement, and serves as an update to the current Destination 2030 plan while extending the horizon year of the region's long-range plan to 2035.

The Plan is organized around four issue areas with related key planning principles:

- Land Use - Create Livable Communities;
- The Environment - Manage Growth and Protect Resources;
- Economic Competitiveness - Build an Energy-Efficient Economy;
- Transportation - Create a Modern Multi-Modal Transportation System.

The Plan proposes to focus development around the more than 100 centers identified around the region; to preserve 500,000 out of the remaining one million undeveloped acres; and to reduce greenhouse gas emissions by 50 percent from 2005 levels by 2035. For transportation, the Plan maintains a 'fix-it-first' policy with respect to the region's infrastructure, while allocating resources to improve the multi-modal functionality of the region's transportation system.

The financial plan includes a 26-year assessment that identifies the cost to rebuild, maintain, operate, and improve the region's transportation infrastructure. Reasonably expected available revenue is used to constrain the identified need in the financial plan, including a list of major regional projects. These projects were evaluated and selected based on how well they meet the goals of the Plan. To fully achieve the 'vision' beyond the constrained Plan, the region needs to consider alternatives such as right-sizing projects, local funding options, and public private partnerships.

To guide the Plan development, a scenario planning exercise was conducted comparing the continuation of current trends ('trend' or business as usual scenario), with an acceleration of current development trends (sprawl scenario), and the redevelopment of the region's existing centers (recentralization scenario). The *Connections* plan was developed through significant public outreach. This began with an on-line survey to prioritize key regional issues. Survey responses showed strong regional support for smart growth techniques and investing in improvements in the existing transportation system.

Public outreach continued with a series of focus groups conducted in the summer of 2008. The focus groups consisted of the general public, elected and municipal officials, and developers. Their input helped identify particular issues and constraints that would impact the implementation of the key plan principles. A series of public workshops were then held in the fall of 2008 in each of the region's nine counties to broaden the dialogue and collect feedback on the different scenarios and to define a collective vision of the future.

A public comment period from May 22 to June 22, 2009 culminated the public outreach effort. DVRPC held two public meetings, one in Philadelphia and one in Cherry Hill, New Jersey in conjunction with this comment period. The public comments and responses were distributed to the Board.

The Plan now contains the following updates:

- Streamlined *Cultural Landscapes and Historic Resources and Key Economic Sectors* Sections;
- Further details of the *Transportation Goals*;
- Including I-95 south of Center City;
- Detailed *Needs Assessment and Financial Plan*;
- Expanded Implementation Chapter; and
- Incorporated changes from Public Comment Period.

The Plan is now ready to be adopted by the Board, however, the Plan is a continuing work in progress and is always open for comment and updates.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC), that the Board adopt *Connections – The Regional Plan for a Sustainable Future*.

The Regional Citizens Committee (RCC) recommended adoption of *Connections – The Regional Plan for a Sustainable Future* with the following comments.

That the Plan has, for its central goal, a reduction in regionally produced greenhouse gases (GHG) that on a worldwide scale have been shown to contribute heavily to climate and related environmental degradations. As implied by DVRPC's recent (March, 2009) report *Regional Greenhouse Gas Inventory*, necessary steps taken in this region would effect GHG reduction from 90.3 metric tons of carbon dioxide equivalent produced here in 2005 to some 45 million tons by 2035.

Unfortunately, the 182-page Plan does not suggest a blueprint for the necessarily drastic change in our way of life and business from one of growth and expansion to one recognizing limits and building around sustainability. As the RCC pointed out in its comments on the Draft Plan, numerous parts of and details in the Plan seem at odds with the minus-fifty percent goal. Thus the RCC believes the document is unfinished and following Board acceptance, needs supplementation.

The RCC asks that the DVRPC Board back up the laudable goal by encouraging staff to review the Plan in the coming months, and study all implications and issues – infrastructure, social, institutional, political, level of energy use, etc. Thus, this will evolve a number of alternative packages to attain the 2035 goal. Of course, democracy will require full public participation at every step.

Anything less than this, we believe, would be insufficient to assure meeting the needs of the 2035 generation of Delaware Valley's citizens.

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

**MOTION** by Ms. Aichele, seconded by Mr. Cawley that the Board adopt *Connections - The Regional Plan for a Sustainable Future* by passing Resolution No. B-FY10-007 (copy attached).

**3. Adoption of the DVRPC FY2010 Transportation Improvement Program (TIP) for New Jersey (FY2010-2013)**

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programming, explained to the Board that 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 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. A 30-day comment period must be conducted prior to a formal action to adopt the TIP.

Every year DVRPC develops 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). Work began in September 2008 on the development of the FY 2010 Transportation Improvement Program for New Jersey (FY2010-FY2013). 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 DVRPC FY2010 TIP for New Jersey contains over 171 projects worth almost \$1.8 billion (an average of \$445 million per year), including \$867 million for projects primarily addressing the highway system and \$846 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.

The Draft TIP document has been made available for public review during a 32-day period which ended on June 22, 2009. Legal notices explaining the public comment process were published in the Inquirer, the Tribune, Al Dia, the Trentonian and the Courier Post. Media releases were issued prior to the start of the public comment period. Notices were mailed to over 2,000 individuals and organizations, and an e-mail blast of 5,000 notices was sent to DVRPC committees, non-profit organizations, municipalities and the general public. All TIP related documents were published on the Internet and copies were placed at major public libraries in New Jersey and at DVRPC offices. DVRPC held a public meeting in its offices and at the Cherry Hill Public Library to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Documents were distributed and a presentation was made to the DVRPC's Regional Citizens Committee.

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.

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.

DVRPC also conducted outreach in all four New Jersey Counties during long range plan workshops in the fall of 2008 to provide information about the TIP and its development process.

To date, six individuals and three agencies provided written comments on the TIP. Our partner agencies have contributed responses to these comments and the comments and responses, as well as any recommended changes to the program based on these comments were distributed to the Board.

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 TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the 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 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 *Connections* 2035 long range plan, the FY2009 TIP for PA, and the FY2010 TIP for NJ has been completed. The conformity analysis shows that estimated emissions for the criteria pollutants, in the appropriate analysis years, pass the designated conformity tests established in the relevant State Implementation Plans (SIPs) and Final Conformity Rule established by the Clean Air Act as amended. This conformity determination demonstrates that the TIPs and Plan do not hinder the DVRPC region’s progress towards meeting the national ambient air quality standards. All projects in the FY2010 TIP for NJ have been drawn from or are consistent with the Plan. Therefore, the TIP has been found to conform to the requirements of the CAAA, as set forth in the Final Conformity Rule.

The FY2010 TIP for New Jersey 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.

The RTC, on the advice of its New Jersey Subcommittee, has recommended Board adoption of the FY2010 TIP, with the changes developed by the subcommittee (distributed to the Board).

Adoption at the July meeting will permit the DVRPC TIP, along with the other MPO TIPs, to be included in the NJ Statewide TIP (STIP) for timely submission of those documents by NJDOT to the federal funding agencies for approval before the current TIP expires on September 30, 2009.

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

**MOTION** by Ms. Thomas, seconded by Mr. Neal, that the Board adopt the FY2010 Transportation Improvement Program for New Jersey (FY2010-FY2013) as the region's official selection of transportation projects for federal funding, by passing Resolution B-FY10-008 (copy attached).

4. **Adoption of the Conformity Finding of the Connections Long-Range Plan, DVRPC FY 2009 Pennsylvania and FY 2010 New Jersey Transportation Improvement Programs (TIPs)**

Sean Greene, DVRPC Transportation Planner, 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 2009 Pennsylvania and FY 2010 New Jersey TIPs.

In May 2009, 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 2009 PA and FY 2010 NJ TIPs. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- PM2.5 (the Philadelphia-Wilmington, PA-NJ-DE PM2.5 Non-attainment
- PM2.5 (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 Non-attainment Area).

DVRPC held a public comment period from May 22, 2009 to June 22, 2009, and hosted two public meetings.



The results of the conformity findings showed the DVRPC's Long Range Plan, the Pennsylvania TIP, and the New Jersey TIP conform to the corresponding State Implementation Plan.

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

**MOTION** by Mr. Mandelbaum, seconded by Mr. Kuhn, that the Board adopt the conformity finding for the Connections Long-Range Plan (Plan), the FY 2009 Pennsylvania TIP and the FY 2010 New Jersey TIP by adopting Resolution B-FY10-009 (copy attached).

## **5. Transportation Improvement Program (TIP) Actions**

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

### **a. NJ09-37: Programming of Low-Bid Savings on NJDOT Recovery Act Projects (DB #09359 and DB #98516), Various Counties**

NJDOT has requested that DVRPC modify the FY2009-2012 TIP for New Jersey by using funds made available from low-bid savings on projects initially selected for funding through the American Recovery and Reinvestment Act (ARRA) of 2009 and approved by the DVRPC Board in February, 2009.

NJDOT has experienced cost savings due to low bids on various projects within the state and is working towards shifting funds onto other important shovel ready projects that can be advanced quickly. Some of these shifts involve funds from a project in one region of the state being used on projects in another region of the state. Specifically in the DVRPC region, NJDOT has experienced \$4.472 million cost savings on a state project, Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road (DB #00372). NJDOT is proposing to program the savings on a bridge replacement project in the SJTPO region, Tuckahoe Road NJT Bridge (Jim Lee Crossing), Cape May Branch Rail Line (DB #98516). The SJTPO bridge project would be funded through a combination of savings from two different ARRA funded projects.

NJDOT is also requesting that a new \$15 million project be added to the STIP using \$15 million in ARRA savings: the Route 195 Resurfacing, NJ Turnpike to East of Imleystown/Hightown Road, Paving Project (DB #09359) located in Mercer and Monmouth Counties, which falls within both the DVRPC and NJTPA MPO regions. The project would be added to the DVRPC TIP using \$2.5 million ARRA funds obtained as low-bid savings on the Route 1 Resurfacing in Mercer

County (DB #09309). \$12.5 million of low bid savings from NJTPA ARRA projects would be programmed in the NJTPA TIP for the project. This is the only section of Route 195 that has not been re-paved recently and funds are expected to be authorized in FY09.

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 modification as these projects are exempt from the regional air quality analysis.

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

**MOTION** by Mr. Kuhn, seconded by Ms. Thomas, that the Board approve TIP Action NJ09-37, NJDOT's request to modify/amend the DVRPC FY2009-2012 TIP for New Jersey by shifting funds made available by low-bid savings on ARRA projects and program accordingly in FY09 as follows:

1. \$4,472,000 ARRA savings from Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road (DB #00372) will be programmed for Tuckahoe Road NJT Bridge (Jim Lee Crossing), Cape May Branch Rail Line (DB #98516), Atlantic County (SJTPO).
2. \$2.5 million ARRA savings from Route 1, Vicinity of D&R Canal to North of CR 533, Resurfacing (DB #09309) will be programmed for Route 195, NJ Turnpike to East of Imleystown/Hightown Road, resurfacing project (DB #09359) in Mercer and Monmouth Counties.

**b. PA09-50a: Stone Arch Rehab (Group D) (MPMS #87060), Bucks and Montgomery Counties**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project in the TIP and programming final design in FY09 (\$315,000 Act 44), and construction in FY10 (\$6,300,000 Act 44) for Stone Arch Rehab (Group D) (MPMS #87060), as part of PennDOT's Accelerated Bridge Program (ABP). Funding is being provided by the Act 44 Line Item (MPMS #82395). District 6 is permitted to make substitutions to projects currently in the ABP with projects that are expected to advance to construction more quickly.

In response to the failure of several historic stone masonry bridges in the past several weeks, immediate action is being taken to address existing stone arch structures. This project involves the rehabilitation of the following five stone arch bridges that are structurally deficient and require immediate repair to preserve their structural integrity and enhance safety and protection of the public. The rehabilitation of these bridges will include reconstructed stone masonry parapets with reinforced concrete cores and full width moment slab, scour repair and protection, and repointing as needed. The design work for this project will be done in-house at District 6. Completion of this project will remove the bridges from structurally deficient status while preserving their historic significance. The current let date is December 15, 2009.

**~SR 0113 Souderton Pike Over Morris Run, Bucks County**

This masonry arch structure carries Souderton Pike over Unami Morris Run in Hilltown Township. The structure was built in 1902 and is 50 feet long, 24.3 feet wide. The estimated cost for rehabilitating this bridge is \$1,600,000.

**~SR 1003 Carver-Wismer Road Over Paunacussing Creek, Bucks County**

This arch structure carries Carver-Wismer Road over Paunacussing Creek in Solesbury Township. The structure was built in 1844 and is 45 feet long, 20.9 feet wide. The estimated cost for rehabilitating this bridge is \$1,000,000.

**~SR 4027 Allentown Road Over Ridge Valley Creek, Bucks County**

This arch structure carries Allentown Road over Ridge Valley Creek in Solesbury Township. The structure was built in 1908 and is 37 feet long, 19 feet wide. The estimated cost for rehabilitating this bridge is \$700,000. \

**~SR 1023 Swamp Creek Road Over Unami Creek, Montgomery County**

The existing arch structure carries Swamp Creek Road over Unami Creek in Marlborough Township. The structure was built in 1910 and is 98 feet long, 22 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

**~SR 1030 Swamp Creek Road Over Unami Creek, Montgomery County**

The existing arch structure carries Swamp Creek Road over Unami Creek in Marlborough Township. The structure was built in 1892 and is 100 feet long, 22 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

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.

c. **PA09-50b: Stone Arch Rehab (Group E) (MPMS #87061), Chester, Delaware, Montgomery, and Philadelphia Counties**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project in the TIP and programming final design in FY09 (\$405,000 Act 44), and construction in FY10 (\$8,100,000 Act 44) for Stone Arch Rehab (Group E) (MPMS #87061), as part of PennDOT's Accelerated Bridge Program. Funding is being provided by the Act 44 Line Item (MPMS #82395). District 6 is permitted to make substitutions to projects currently in the ABP with projects that are expected to advance to construction more quickly.

This project involves the rehabilitation of the following seven stone arch bridges that are structurally deficient and require immediate repair to preserve their structural integrity and enhance safety and protection of the public. The rehabilitation of these bridges will include reconstructed stone masonry parapets with reinforced concrete cores and full width moment slab, scour repair and protection, and repointing as needed. The design work for this project will be done in-house at District 6. Completion of this project will remove the bridges from structurally deficient status while preserving their historic significance. The current let date is December 15, 2009.

**~SR 4015 Edge Mill Road Over Branch Beaver Creek, Chester County**

The existing arch structure carries Edge Mill Road over Branch Beaver Creek in Caln Township. The structure was built in 1916 and is 74 feet long, 25 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

**~SR 4031 Lewis Mill Road Over East Branch of Brandywine Creek, Chester County**

The existing arch structure carries Lewis Mill Road over East Branch of Brandywine Creek in West Nantmeal Township. The structure was built in 1903 and is 40 feet long, 15.4 feet wide. The estimated cost for rehabilitating this bridge is \$1,000,000.

**~SR 1034 Goshen Road Over Darby Creek, Delaware County**

The first existing arch structure carries Goshen Road over Darby Creek, in Radnor Township. The structure was built in 1905 and is 84 feet long, 28.8 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

**~SR 2064 Limeclin Pike Over Rock Creek, Montgomery County**

This masonry arch structure carries Limeclin Pike over Rock Creek in Cheltenham Township. The structure was built in 1841 and is 22 feet long, 27 feet wide. The estimated cost for rehabilitating this bridge is \$300,000.

**~SR 3003 Stenton Avenue Over Wissahickon Creek, Montgomery County**

This arch structure carries Stenton Avenue over Wissahickon Creek in Whitemarsh Township. The structure was built in 1911 and is 112 feet long, 25.3 feet wide. The estimated cost for rehabilitating this bridge is \$2,000,000.

**~SR 3006 Whitehall Road Over Branch of Stony Creek, Montgomery County**

This arch structure carries Whitehall Road over Branch of Stony Creek in East Norriton Township. The structure was built in 1911 and is 38 feet long, 35 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

**~SR 3009 Ridge Avenue Over Wissahickon Creek, Philadelphia**

This arch structure carries Ridge Avenue over Wissahickon Creek in Gusle Park. The structure was built in 1888 and is 119 feet long, 64.8 feet wide. The estimated cost for rehabilitating this bridge is \$300,000.

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.

**d. PA09-50c: 30<sup>th</sup> Street Station Bridge (MPMS #64844), Philadelphia**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by advancing and programming \$56.8 million additional funding for the construction phase of the 30<sup>th</sup> Street Station Bridge (MPMS #64844), in FY11 (\$5,792,000 Bridge/\$2,403,000 State) and FY12 (\$39,631,000 Bridge/\$8,991,000 State) due to advancing the project from Later Fiscal Years (LFY) as part of PennDOT's Accelerated Bridge Program.

The construction cost of this project was originally estimated to be \$36 million, which was programmed in LFY. However, a recent updated cost estimate for this project indicates a \$20.81 million increase to the construction phase. The increase is due to a more recent cost estimate (last one was two years ago) and due to the inclusion of a \$22 million bridge structure on Chestnut Street, work that was originally included in another MPMS # (17816). The project is currently programmed for utility and right of way in FY10. Funding is being provided by MPMS #64222, which is not ready to advance and has been deferred until Later Fiscal Years (FY13).

This project includes the rehabilitation of six roadway structures located along the north, west, and south sides of 30th Street Station in the City of Philadelphia and includes the replacement of the deck joints, new seals and possible extension of the joints, repairing or replacing the concrete deck surfaces as necessary, providing a bituminous overlay, improving the drainage, and making repairs to structural members which have been identified as suffering from fatigue cracks. Streetscape components such as curbs, sidewalks, benches, plantings, lighting, and bike racks will be included in this project in the "Station Square" area along the south and east sides of the station, as well as along Chestnut Street between 29<sup>th</sup> and 30<sup>th</sup> Streets.

Potential tie-ins to nearby bike trails will also be examined. The project description for this project will be edited to reflect the additional roadway structures, detail the pedestrian/bike enhancements, and to remove the interchange/I-76 westbound ramp structure as this work was completed within MPMS #78758/JFK Boulevard project. The current let date for this project is April 15, 2010.

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.

e. **PA09-51a: SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), Montgomery County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), and programming a total of \$9,000,000 (\$6,159,000 STU/\$2,841,000 STU, acknowledging a toll credit match) for construction in FY09. This stretch of roadway is in need of repair, and the project is being added to the TIP to assist District 6 in achieving their Surface Improvement Miles annual target of 260 "segment" miles. Each fiscal year, District 6 works towards implementing surface improvements that will help maintain the life of roadways.

Betterment projects are typically drawn from the PennDOT District 6 Betterment Line item, but with the development of the FY2009 TIP for PA, a Betterment Line item was not established due to severe funding constraints. Instead, the project is being funded via slippages on other projects.

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation of approximately

six segment miles (three in each direction) on Route 422 in Pottstown and Lower Pottsgrove.

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.

**f. PA09-51b: Sister Cities Plaza, Phase 1 (MPMS #87124), Philadelphia**

PennDOT has requested on behalf of Center City District that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Sister Cities Plaza, Phase 1 (MPMS #87124), and programming \$1,250,000 STU, acknowledging a toll credit match, for construction in FY09. This project is sponsored by the Center City District and is one of a series of improvements in the Ben Franklin Parkway area that is ready to advance sooner than other components that were approved by the DVRPC Board in December, 2008. The \$1.250 million STU funding will be shifted off of the Shakespeare Park project (MPMS #85059), which will instead be primarily locally funded.

The \$1.250 million federal transportation funds combined with \$450,000 provided by DCED (Department of Community and Economic Development) will allow for construction of Sister Cities Plaza streetscape improvements at Logan Square. Enhancements will be in accordance with the City's design guidelines for the Benjamin Franklin Parkway and will include new granite curbs, exposed concrete paving with brick edging, walkways, new trees and plantings, benches lighting, and a water feature.

Center City District's grander plan to renovate the 1.25 acre Sister Cities Park located between 18th Street, Benjamin Franklin Parkway, and Vine Street include the creation of a vibrant new landscape offering seasonal interest, a paved circular plaza containing the fountain commemorating Philadelphia's Sister Cities, and an interactive and environmentally-focused children's discovery garden with an adjacent 3,000 square foot multi-functional building with food service, meeting space, and ancillary functions. The total project cost is estimated at \$4,600,000, provided by the \$1.7 outlined above, additional DCED funds, DCNR (Department of Conservation and Natural Resources), RACP (Redevelopment Assistance Capital Program), and Pew Charitable Trust. The project will begin in fall 2009 and full completion is anticipated in summer of 2010.

Financial constraint will be maintained. \$1.250 million STU federal funding for this project will be provided by MPMS #85059, Shakespeare Park, which is not ready to advance at this time. The \$1,250,000 balance of the Shakespeare Park project will be funded locally.

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

**g. PA09-51c: SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), Bucks County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), and programming \$11,520,000 NHS, acknowledging a toll credit match, for construction in FY09. This project is being added to the TIP to assist District 6 in achieving their Surface Improvement Miles annual target of 260 "segment" miles. Each fiscal year, District 6 works towards implementing surface improvements that will help maintain the life of roadways.

Betterment projects are typically drawn from the PennDOT District 6 Betterment Line item, but with the development of the FY2009 TIP for PA, a Betterment Line item was not established due to severe funding constraints. Instead, the project is being funded via slippages on other projects.

This project includes the resurfacing, concrete patching, saw and seal, repair or upgrade guiderail, mile post sign repair and replacement, and pavement marker installation of approximately 17.34 segment miles of roadway (approximately 8 miles in each direction) on Route 309 in Bucks County.

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 is exempt from the regional air quality analysis.

**h. PA09-52: Edge Hill Road and Tyson Avenue, Easton Road to Jenkintown Road, Reconstruction Project (MPMS #57865), Montgomery County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, Edge Hill Road and Tyson



Avenue, Easton Road to Jenkintown Road, Reconstruction Project (MPMS #57865), and programming (\$1,104,000 STU/\$276,000 Local) for final design in FY09 and construction in FY13 (\$8,480,000 STU/\$2,120,000 Local). Funding for the final design phase was included in the preliminary engineering phase and must be deobligated and broken out to a separate phase.

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11 foot lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11 foot lanes and two foot minimum shoulders. Parking areas and sidewalks will be provided where feasible. Currently, there are no designated sidewalks on the roadway.

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 PCC/RTC and the RCC that the Board approve TIP Actions PA09-50a, PA09-50b, PA09-50c, PA09-51a, PA09-51b, PA09-51c, and PA09-52.

The RCC noted a comment for TIP Action PA09-50c that the RCC perceives a special need for traffic calming measures, including enforcement, to protect travelers, other pedestrians and non-motorized traffic on the bridges in question and in the vicinity of the station generally.

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

**MOTION** by Ms. Denworth, seconded by Mr. Cawley, that the Board approve the following TIP Amendments:

- (1) TIP Action PA09-50a - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project in the TIP and programming final design in FY09 (\$315,000 Act 44), and construction in FY10 (\$6,300,000 Act 44) for Stone Arch Rehab (Group D) (MPMS #87060)
- (2) TIP Action PA09-50b - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania adding a new project in the TIP and Programming final design in FY09 (\$405,000 Act 44), and construction in FY10 (\$8,100,000 Act 44) for Stone Arch Rehab (Group E) (MPMS #87061).

- (3) TIP Action PA09-50c - PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by advancing and programming an additional \$56.8 million for the construction phase of the 30<sup>th</sup> Street Station Bridge (MPMS #64844), in FY11 (\$5,792,000 Bridge/\$2,403,000 State) and FY12 (\$39,631,000 Bridge/\$8,991,000 State) due to advancing the project from LFY. The construction cost estimate was recently updated and increased by \$20.81 million.
  
- (4) TIP Action PA09-51a - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), and programming a total of \$9,000,000 (\$6,159,000 STU/\$2,841,000 STU, acknowledging a toll credit match) for construction in FY09.
  
- (5) TIP Action PA09-51b - PennDOT's request on behalf of Center City District to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Sister Cities Plaza, Phase 1 (MPMS #87124), and programming \$1,250,000 STU/\$450,000 DCED, acknowledging a toll credit match for the federal funds, for construction in FY09.
  
- (6) Action PA09-51c - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), and programming \$11,520,000 NHS, acknowledging a toll credit match, for construction in FY09.
  
- (7) TIP Action PA09-52 - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, Edge Hill Road and Tyson Avenue, Easton Road to Jenkintown Road, Reconstruction Project (MPMS #57865), and programming (\$1,104,000 STU/\$276,000 Local) for final design in FY09 and construction in FY13 (\$8,480,000 STU/\$2,120,000 Local).

i. **PA09-54a: Bells Mill Road, Germantown Avenue to Stenton Avenue, Restoration Project (MPMS #17581), Philadelphia**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$2,560,000

STU/\$640,000) of Bells Mill Road, Germantown Avenue to Stenton Avenue, Restoration Project (MPMS #17581) to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP. The project has not been dropped, but there are community concerns regarding advancement of the project which have yet to be resolved.

This project includes drainage improvements, minor lane widening, and sidewalk improvements. This project is currently in final design.

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.

j. **PA09-54b: Lincoln Drive, Ridge Avenue to Wissahickon Drive, Reconstruction Project (MPMS #57901), Philadelphia**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$2,800,000 STU/\$700,000) of Lincoln Drive, Ridge Avenue to Wissahickon Drive, Reconstruction Project (MPMS #57901) to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP. The project has not been dropped, but the updated schedule indicates the project, which is currently still in design, will not be ready to let until late FY12/FY13. The project area will be inspected next year and the retaining wall contained within the limits of the project will be broken out and advanced earlier if necessary.

This project will include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements.

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.

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. Ritzman that the Board approve the following TIP Amendments:

- (1) TIP Action PA09-54a - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$2,560,000 STU/\$640,000) of Bells Mill Road, Germantown Avenue to Stenton Avenue, Restoration Project (MPMS #17581) to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP).
- (2) TIP Action PA09-54b - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$2,800,000 STU/\$700,000) of Lincoln Drive, Ridge Avenue to Wissahickon Drive, Reconstruction Project (MPMS #57901) to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP.

**k. PA09-57: 5<sup>th</sup> and Market Street Transportation Improvements (MPMS #87137), SEPTA**

SEPTA in partnership with the National Museum of Jewish American History has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, 5<sup>th</sup> and Market Street Transportation Improvements (MPMS #87137), and programming construction in FY09 (\$475,000 DEMO/\$119,000 Local). Funding is provided by a \$475,000 FHWA 2009 Appropriations Earmark (PA ID# 725) and a local match provided by the museum, which will be flexed to FTA.

This project will include streetscape improvements at the Market Frankford subway entrance on the southeast corner of 5<sup>th</sup> and Market Streets which experiences some of the highest pedestrian traffic in Philadelphia. Sidewalk, railing, waterproofing and signage improvements will be combined with minor structural repairs to the station entrance.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds 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.

**I. PA09-58: Market Street Elevated Reconstruction Program (MPMS #60281), SEPTA**

SEPTA has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of the Market Street Elevated Reconstruction Program (MPMS #60281), by \$25 million in FY10 (\$13,040,000 Section 5309/\$6,960,000 Section 5307/\$4,167,000 T-Bond/\$833,000 Local) due to final change orders to the Stations and Guideway

construction contracts. The total cost of this project has increased from \$710 million to \$740 million.

The Stations General Construction Contract value increased from \$148,873,982 to \$164,900,000 for an increase of approximately \$16,000,000. This amount was paid to the contractor for delays due to design changes and unforeseen site conditions which resulted in impacts to the construction progress, delays in the construction schedule and project cost increases to meet revised milestones. The amount of the change order was significantly less than the contractor's original request of \$40M. The approved amount of \$16M was the result of negotiations between SEPTA and the contractor, along with third party assistance for a fair and reasonable settlement.

The Guideway General Construction Contract value increased from \$98,750,930 to approximately \$109,550,000 for an increase of approximately \$10,800,000. This amount was paid to the contractor for delays in the construction schedule and project cost increases to meet revised milestones. The amount of the change orders were significantly less than the contractor's initial requests totaling \$32.692M. The approved amount of \$10.8 million was the result of negotiations between SEPTA and the contractor, along with third party assistance for a fair and reasonable settlement.

The Market Street Elevated Reconstruction Program will provided for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, rehabilitation of abutments and bearings, and the reconstruction of passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets, and Millbourne Station.

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.

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 Ms. Denworth, that the Board approve the following TIP Actions:

- (1) TIP Action PA09-57 - SEPTA in partnership with the National Museum of Jewish American History's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, 5<sup>th</sup> and Market Street Transportation Improvements (MPMS #87137), and programming construction in

B-7/23/09

FY09 (\$475,000 DEMO/\$119,000 Local).

(2) TIP Action PA09-58 - SEPTA's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of the Market Street Elevated Reconstruction Program (MPMS #60281), by \$25 million in FY10 (\$13,040,000 Section 5309/\$6,960,000 Section 5307/\$4,167,000 T-Bond/\$833,000 Local).

**6. Project Selection for Pennsylvania Community Transportation Initiative (PCTI) and Safe Routes to School (SRTS)**

Donald Shanis, DVRPC Deputy Executive Director, explained to the Board that the Pennsylvania Community Transportation Initiative (PCTI), a recent Smart Transportation initiative, is intended to fund planning and construction projects that demonstrate creative and efficient ways of addressing various transportation challenges through strong local partnerships and with careful consideration of community goals.

The Safe Routes to School (SRTS) program was created under SAFETEA-LU with an overall goal to increase the number of children in grades kindergarten through eight-grade who bicycle and walk to school by increasing awareness, developing locally-driven and supported programs, improving bicycling and walking conditions near the qualifying schools, and evaluating at the project and Program levels.

Statewide, PennDOT is providing \$59.2 million for 50 Smart Transportation-related projects which were selected from over 400 applications requesting more than \$600 million in funding, and \$16.8 million for 30 Safe Routes to School projects that will improve safety and encourage walking and bicycle-friendly improvements.

A total of \$18.518 million (\$14,293,827 PCTI funds/\$4,224,462 SRTS) will be invested in DVRPC Pennsylvania subregion through these two programs. This year PCTI projects were jointly announced with projects selected for the Safe Routes to School Program. The list of successful candidate projects include planning and construction projects that focus on downtown revitalization efforts, local street connections, multi-use trails, traffic calming and transit-oriented development studies, among others.

The following projects have been selected for funding:

**Projects Selected in DVRPC Region for Pennsylvania Community Transportation Initiative (PCTI)**

1. **Chalfont Borough PCTI (MPMS #87084), Bucks County- \$463,405**  
Funding will be used to install pedestrian safety improvements with connections to an elementary and middle school, the community and transit.
2. **Newtown Borough PCTI (MPMS #87082), Bucks County- \$30,000**  
Funding will be used to create and implement design standards that encourage new developments to incorporate features to make walking and bicycling more viable modes of transportation.
3. **New Garden Township PCTI (MPMS #87090), Chester County- \$200,000**  
Funding will be used to study the Baltimore Pike and Newark Road corridors to develop a sound traffic improvement and access management plan in preparation for future development pressures along the corridor.
4. **South Coatesville Borough PCTI (MPMS #87092), Chester County- \$50,000**  
Funding will be used to study the feasibility of a multi-use trail along Brandywine Creek, First Avenue and Modena Road.
5. **West Bradford Township PCTI (MPMS #87094), Chester County- \$2,000,000**  
Funding will be used to install pedestrian and roadside improvements to create a walkable, mixed-use community corridor.
6. **Millbourne Borough PCTI (MPMS #87102), Delaware County- \$35,000**  
Funding will be used to plan for multi-modal transportation improvements near the Millbourne train station.
7. **Abington Township PCTI (MPMS #87089), Montgomery County- \$275,000**  
Funding will be used to plan for transit-oriented development at the Noble Train station.
8. **Cheltenham Township PCTI (MPMS #87095), Montgomery County- \$1,400,000**  
Funding will be used to construct traffic calming and pedestrian improvements to provide intermodal connectivity in a high density area.
9. **Lansdale Borough PCTI (MPMS #87093), Montgomery County- \$3,500,000**  
Funding will be used to improve traffic circulation within the Borough by rehabilitating segments of Wood and Vine Streets.
10. **Lower Merion Township PCTI (MPMS #87091), Montgomery County- \$350,000**

Funding will be used to construct bicycle and pedestrian improvements from Cynwyd station to the Cynwyd trail.

**11. City of Philadelphia, 10<sup>th</sup> and Berks Streets, PCTI (MPMS #87101), Philadelphia- \$2,480,000**

Funding will be used to reconstruct sidewalks and provide pedestrian enhancements and lighting along 10th and Berks Streets past the Temple Regional Rail station to the corner of Germantown Avenue.

**12. City of Philadelphia, Vine Street - 9<sup>th</sup> and 11<sup>th</sup> Streets, PCTI (MPMS #87106), Philadelphia- \$1,735,422**

Funding will be used to improve pedestrian safety and provide traffic calming in the Chinatown neighborhood along and around Vine Street between 9th and 11th Streets.

**13. Pottstown and North Coventry Townships PCTI (MPMS #87098), Chester and Montgomery Counties- \$1,775,000**

Funding will be used to reduce the width of Hanover Street vehicle lanes in Pottstown and North Coventry Township in order to have room to install bike lanes, parking, and a multi-use trail from River Road to High Street.

**Projects Selected in DVRPC Region for Federal Safe Routes to School (SRTS)**

**1. Chalfont Borough Pedestrian Facilities SRTS (MPMS #87088), Bucks County- \$719,734**

Funding will be used to install crosswalks, curbing, and sidewalks along Route 202, spanning two municipalities and benefitting one elementary school and one middle school.

**2. Nether Providence Township SRTS (MPMS #87119), Delaware County - \$304,500**

Funding will be used to install sidewalk and curbing along the north side of Wallingford Avenue, which will create a safer route to Wallingford Elementary School.

**3. Swarthmore Borough SRTS (MPMS #87109), Delaware County- \$662,270**

Funding will be used for safety and accessibility upgrades to the Princeton Avenue underpass, the main pedestrian link between the southern portion of the borough and the local elementary school.

**4. Upper Darby SRTS (MPMS #87120), Delaware County - \$242,893**



Funding will be used to construct sidewalks, curb cuts, and other improvements to provide a safer route leading to the Aronimink Elementary School on Bond Avenue.

5. **Pottstown Borough SRTS (MPMS #87097), Montgomery County- \$224,649**  
Funding will be used for sidewalk rehabilitation, updated and new signage, and pavement markings.
6. **Upper Gwynedd Township SRTS (MPMS #87099), Montgomery County- \$1,069,977**  
Funding will be used to install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swarley, Summit, Pennsylvania, Fairfield, Highland and Main Streets.
7. **School District of Philadelphia SRTS (MPMS #87107), Philadelphia- \$1,000,439**  
Funding will be used to improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school.

Dr. Shanis then reported that after review on four of the recommended projects for the PCTI program, the Federal Highway Administration (FHWA) had some concerns. FHWA has requested that the action from the Board for this program be contingent upon further examination of these projects. The specific projects in question are in (1) Chalfont Borough; (2) Newtown Borough; (3) Chester County; and (4) Borough of Lansdale.

Favorable recommendation was received from the PCC/RTC and the RCC, that the Board approve the recommended projects for the PCTI.

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

**MOTION** by Mr. Hughes, seconded by Mr. Kuhn that the Board approve the projects recommended for funding through the Pennsylvania Community Transportation Initiative (PCTI) and add the projects to the FY 2009 TIP, conditioned on eligibility approval by the Federal Highway Administration.

Favorable recommendation was received from the PCC/RTC and the RCC, that the Board approve the recommended projects for the Safe Routes to School Program (SRTS).

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

**MOTION** by Mr. Pickett, seconded by Ms. Denworth, that the Board approve the projects recommended for funding through the Federal Safe Routes to School Program (SRTS) and add the projects to the FY 2009 TIP.

7. **Proposed Amendment to the Tri-County Water Quality Management Plan - Bordentown Sewerage Authority (Bordentown Township and Bordentown City) Wastewater Management Plan, Burlington County**

Suzanne McCarthy, DVRPC Manager, Office of Environmental Planning explained to the Board that in 1984, the New Jersey Department of Environmental Protection implemented a procedure to ensure that all requests for water quality permits are consistent with approved Wastewater Management Plans and the Tri-County Water Quality Management Plan. New Jersey DEP reviews all permit applications and for those which are inconsistent with Wastewater Management Plans or the Tri-County Water Quality Management Plan, the applicant may elect to seek a plan amendment.

DVRPC is the designated area-wide water quality management planning agency for the Tri-County area (Burlington, Camden and Gloucester counties), and DVRPC approval is one of several that amendment applicants must receive before New Jersey DEP will consider the amendment package to be complete.

The Bordentown Sewerage Authority (BSA), on behalf of Bordentown Borough and Township, has requested a resolution consenting to the proposed Bordentown Sewerage Authority Wastewater Management Plan (WMP) and to the adoption of the WMP as an amendment to the Tri-County Water Quality Management Plan.

The BSA currently provides wastewater treatment for most residents of the City of Bordentown and a large portion of the Township of Bordentown, at its Black Creek Wastewater Treatment Plant (WWTP). The WWTP went online in July 1991 and has a NJPDES permitted capacity of 3.0 MGD. It primarily serves residential users along with a portion of flow that is generated by commercial and industrial users. In addition, there is one existing industrial treatment works with a NJPDES discharge permit that handles process waste water located within the WMP planning area.

The activities proposed in the WMP include the following: (1) the WMP update will retain the same planning area boundaries with no change in sewer service area; (2) the WMP update will have a new constraint flow of 2.44 MGD; (3) the E.R. Johnstone Center Service Area will no longer exist because the Center has connected to the BSA collection system and is now serviced by the BAS; and (4) 53 lots currently utilizing septic systems will be connected to the BSA collection system.

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

**MOTION** by Ms. Thomas, seconded by Mr. Romick, that the Board approve the proposed amendment to the Bordentown Sewerage Authority Wastewater Management Plan and the Tri-County Water Quality Management Plan by adopting Resolution No. B-FY10-010 (copy attached).

**8. Board Committee Appointments for Fiscal Year 2010**

Mr. Seymour pointed out the letter (distributed to the Board) listing the Board Committee Appointments for Fiscal Year 2010.

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

Warren Strumpfer reported the activities from the June 16, 2009 RCC meeting. The RCC heard presentations on the following: (1) *South Jersey Transportation Guide* by John Hainsworth and Saiful Alam, Cross County Connection TMA; (2) *The Value of Intelligent Transportation Systems* by Chris King, DVRPC Senior Transportation Planner; and (3) *Connections Long-Range Plan* by Mike Boyer, DVRPC Manager of Long-Range Planning and Economic Coordination.

**10. Executive Director's Report**

Mr. Seymour reported on the following:

a. Congressional Staff Briefing – August 6, 2009

Mr. Seymour reported that on August 6, 2009 a Congressional Staff Briefing will take place at DVRPC to give an overview of DVRPC, the planning process, and discuss new issues initiated in Washington.

Mr. Seymour urged all Board Members and Alternates to attend.

b. DVRPC Board Retreat – September 24, 2009

Mr. Seymour urged the Board and alternates to attend the DVRPC Board Retreat scheduled for September 24, 2009. The full day event is an opportunity to examine regional issues as well as an opportunity to prepare the preliminary DVRPC Planning Work Program. Also, a press conference is being arranged regarding the adoption of the Long Range Plan. This year, the Retreat will be held at the New Jersey State Aquarium.

c. Regional Leadership Exchange – September 10, 2009

Mr. Seymour reported that the Regional Leadership Exchange meeting is scheduled for September 10, 2009 in Philadelphia at the HUB Conference Center.

d. Classic Towns of Greater Philadelphia

Mr. Seymour reported that DVRPC is about to identify the new communities selected for the Classic Towns of Greater Philadelphia program which will be announced on October 1, 2009.

e. Climate Change Legislation

Mr. Seymour pointed out the comment letter submitted to the National Association of Regional Councils (NARC) on Climate Change Planning and MPOs (distributed to the Board).

f. Pennsylvania State Transportation Commission – September 2, 2009

Mr. Seymour reported that the Pennsylvania State Transportation Commission will be meeting at DVRPC on September 2, 2009.

g. Metropolitan Caucus – August 6, 2009

Mr. Seymour reported that a Metropolitan Caucus Energy Working Group will be meeting at DVRPC on August 6, 2009.

h. Older Suburbs Outreach

Mr. Seymour reported that on the evening of September 24, 2009, WHYI will be conducting a special filming regarding Older Suburbs.

Mr. Seymour also mentioned that the U.S. Secretary of Commerce, the U.S. Secretary of Agriculture, the Deputy Secretary of HUD, and Mayor Nutter are gathered today to discuss fresh food and the relationship to community planning.

## **11. Committee Reports**

a. Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC)

Highlights from the PCC/RTC meeting of July 7, 2009 were distributed to the Board for their review. Dr. Shanis also reported that Jessica Savidge-Lucas, Gloucester County, is the new PCC/RTC Chair for FY 2010.

b. Delaware Valley Goods Movement Task Force

Highlights from the Delaware Valley Goods Movement Task Force Meeting of July 15, 2009 were distributed to the Board for their review. Dr. Shanis also reported that a gift was presented to Peter Palmer, North Jersey Transportation Planning Authority (NJTPA), for the outstanding freight planning work being performed by the NJTPA. Mr. Shanis encouraged the Board members to become more involved in the DVRPC Freight Committee.

**11. One Minute Reports**

David Kuhn, New Jersey Department of Transportation reported that the meeting of the New Jersey Governor's Accountability Task Force last week was very well attended. Stimulus projects are being examined for selection.

Commissioner Carol Aichele, Chester County mentioned the great presentation from Richard Bickel, DVRPC Director of Planning, at the Paoli Business Persons Meeting.

Rina Cutler, City of Philadelphia, reported that along with Mayor Nutter, she met with the White House Cabinet. Ms. Cutler's sense at this meeting was that often there is a disconnect between the regional and local levels. However, Ms. Cutler believes that the present federal administration is making a concerted effort to bring together all the issues; transportation, land use, energy, etc.

Ms. Cutler also mentioned that the City of Philadelphia is undertaking a *Bike Lane Only* project on two of well traveled streets within the city; Spruce Street and Pine Street. One vehicle travel lane will be replaced with a bike lane. The goals of the project will be to show individuals they do not always have to travel by auto and that these lanes will impact traffic calming.

Linda Hayes, Delaware River Port Authority (DRPA), mentioned that DRPA received \$9 million from the New Jersey Transportation Trust Fund to undertake the Environmental Impact Study (EIS) for the Gloucester County Transit System.

James Ritzman, Pennsylvania Department of Transportation reported that bids are being received for the I-95 Girard Point Bridge.

**OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

Andrew Carten, City of Trenton, announced that the City of Trenton will be applying for \$150 million Federal Tiger Grant for the Route 29 Boulevard. The project is in the DVRPC Long Range Plan and has been endorsed by several committees and organizations. Mr. Carten requested a letter of support from DVRPC.

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

### Attachments:

- (1) Resolution Nos. B-FY10-007, B-FY10-008, B-FY10-009, and B-FY10-010
- (2) PCC/RTC Recommendations to the Board for July 23, 2009
- (3) RCC Recommendations to the Board for July 23, 2009

### Additional Documents Distributed to the Board:

- (1) Alert, July 2009

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I certify that this is a true and correct copy.

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Jean L. McKinney, Recording Secretary