

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of September 24, 2009

Location: Adventure Aquarium  
1 Aquarium Drive  
Camden, New Jersey

Membership Present

Representative

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

Joyce Paul  
David A. Kuhn  
Joseph Neal, Esq.  
David Mandelbaum  
Joanne R. Denworth  
James Ritzman  
James Mosca  
Lynn Bush  
Carol Aichele  
Ronald T. Bailey  
Andy Lewis  
John Pickett  
Joseph M. Hoeffel  
Kenneth Hughes  
Leah Arter  
Carol Ann Thomas  
Louis Cappelli, Jr., Esq.  
Andrew Levecchia  
Charles Romick  
Matthew Lawson  
William Payne  
Rina Cutler  
Edward Williams  
Paul Redman  
(not represented)

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

(not represented)  
Renee Sigel  
Matt Smoker

U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Richard Roberts
	Pippa Woods
New Jersey Department of Environmental Protection	Elizabeth Semple
Pennsylvania Department of Environmental Protection	John Kennedy
Port Authority Transit Corporation	Robert Box
	Cheryl Spicer
Delaware River Port Authority	John Matheussen
	Linda Hayes
Pennsylvania Department of Community and Economic Development	Toni Crawford-Major
	Ronald Bednar
New Jersey Office of Smart Growth	James Requa
Regional Citizens Committee Chair	Warren Strumpfer

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Timothy J. Carson, Esq.
New Jersey Co-Counsel	Stephen Raymond, Esq.

DVRPC Staff: Barry J. Seymour, Donald Shanis, Rich Bickel, John Ward, Charles Dougherty, Patty Elkis, Roger Moog, Chris Puchalsky, Elizabeth Schoonmaker, John Griffies, and Jean McKinney.

Guests

Montgomery County Planning Department	Leo Bagley
Cross County Connection TMA	William Ragozine
New Jersey Turnpike Authority	Brian C. Wahler
Delaware River Port Authority	James McQuilkin

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

Chair Cappelli called the meeting to order at 9:15 a.m. and welcomed everyone to the DVRPC 23<sup>rd</sup> Annual Board Retreat.

**Public Comments on Non-Agenda Items**

No public comments were stated.

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

On a Motion by Mr. Payne, seconded by Ms. Cutler, the minutes of the Board Meeting of July 23, 2009 were approved as distributed.

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

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

a. **PA09-62a: US 422/PA 23 Interchange and North Gulph Road Improvements (MPMS #66952), Montgomery County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, US 422/PA 23 Interchange & North Gulph Road Improvements (MPMS #66952), and programming final design in FY09 (\$680,000 STP/\$170,000 State); utility in FY09 (\$696,000 STP) and FY10 (\$56,000 STP); right of way in FY10 (\$50,000 STP), and construction in FY12 (\$10,501,000 DEMO). This project has been “right-sized” and reduced from a \$40 million project down to a \$12 million project.

This project will modify PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. Proposed work includes relocating PA 23 and North Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. Completion of this project is a priority for Lower Merion Township because the current intersection of Gulph Road and PA 23 create congestion problems at the entrance to Valley Forge National Historic Park. This project began final design in August 2007, and is expected to be let in November 2012.

This project is part of the US 422 Schuylkill River Crossing Complex, which is an area of roadways, interchanges, intersections, and bridges in the US 422 Schuylkill River Crossing area around Valley Forge National Historic Park. Currently, there are four projects which are components of the US 422 Schuylkill River Crossing Complex. These projects have been developed in close coordination with adjacent Townships, County planners, and the Valley Forge National Historic Park to rehabilitate existing infrastructure, optimize operations, and minimize impacts to adjacent park land. The four projects include:

- (1) US 422/PA 363 Interchange Reconstruction (MPMS #64796);
- (2) US 422 Expressway Bridge over the Schuylkill River (MPMS #70197);
- (3/4) Old Betzwood Bridge Bicycle/Pedestrian Trail (MPMS #16703);

- (5) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952);

As a result of current funding shortages, District 6 and other project stakeholders have developed a scaled down or “Right-Sized” approach to address the transportation needs of the US 422 Schuylkill River Crossing Complex in a cost-effective manner. A right-sized version of MPMS # 66952 was proposed which included a reduced cross-section for the relocated PA 23/US 422 interchange, due to the elimination of the vehicular crossing on the Old Betzwood Bridge.

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.

**b. PA09-62b: Old Betzwood Bridge Bike/Pedestrian Trail Project (MPMS #16703), Montgomery County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering, final design, utility, and right-of-way phases for Old Betzwood Bridge Bike/Pedestrian Trail Project (MPMS# 16703); additionally, increasing the construction phase by \$5.43 million. Funding will be programmed for preliminary engineering (\$750,000 STP) and final design (\$250,000 STP) in FY09; utility (\$250,000 CMAQ) and right of way (\$50,000 CMAQ) in FY10, and construction in FY09 (\$3,000,000 STP), FY10 (\$1,438,000 CMAQ), and FY12 (\$1,000,000 CMAQ), acknowledging a toll credit match. \$800,000 CMAQ is currently programmed in FY09 for construction.

This project would provide for the construction of a new bike/pedestrian only bridge crossing connecting the Schuylkill River Trail with Valley Forge National Historic Park on the alignment of the Old Betzwood Bridge (which used to be a vehicular bridge, but was removed years ago) in Upper Merion and West Norriton Townships. Vehicular traffic would not be re-instated on the Old Betzwood Bridge, and MPMS #16489 would be deleted from the TIP. The new bike/pedestrian crossing work will include the construction of a new bicycle/pedestrian bridge over the Schuylkill River, rehabilitation of the Trooper Road superstructure over Norfolk Southern, and replacement of the Trooper Road structure over the Schuylkill River Trail. The Upper Merion Transportation

Authority will take the lead in advancing the design of the project, which is expected to be let for design-build in December 2010. This project must be constructed in advance of the US 422 Expressway Bridge over the Schuylkill River replacement project (MPMS# 70197).

This project is part of the US 422 Schuylkill River Crossing Complex, which is an area of roadways, interchanges, intersections, and bridges in the US 422 Schuylkill River Crossing area around Valley Forge National Historic Park. Currently, there are four projects which are components of the US 422 Schuylkill River Crossing Complex.

These projects have been developed in close coordination with adjacent Townships, County planners, and the Valley Forge National Historic Park to rehabilitate existing infrastructure, optimize operations, and minimize impacts to adjacent park land. The four projects include:

- (1) US 422/PA 363 Interchange Reconstruction (MPMS #64796);
- (2) US 422 Expressway Bridge over the Schuylkill River (MPMS #70197);
- (3/4) Old Betzwood Bridge Bicycle/Pedestrian Trail (MPMS #16703);
- (5) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952);

As a result of current funding shortages, District 6 and other project stakeholders have developed a scaled down or “Right-Sized” approach to address the transportation needs of the US 422 Schuylkill River Crossing Complex in a cost-effective manner. A right-sized version of MPMS # 66952 was proposed which included a reduced cross-section for the relocated PA 23/US 422 interchange, made possible by the elimination of the \$23 million cost for the Old Betzwood vehicular bridge.

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 this project is exempt from the regional air quality analysis.

c. **PA09-62c: Old Betzwood Bridge over Schuylkill River Bridge Replacement Project (MPMS #16489), Montgomery County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by deleting a \$23 million project from the TIP, Old Betzwood Bridge Over Schuylkill River Bridge Replacement (MPMS #16489). As a result of current funding shortages, PennDOT and other project stakeholders have developed a scaled down or “right-sized” approach to address the transportation needs of the US 422 Schuylkill River Crossing Complex in a cost-effective manner. The Old Betzwood Bridge (vehicular) is currently programmed for utility in FY09 (\$9,176,000 STP/\$2,294,000 STATE) and construction in FY09 (\$11,620,000 Act 44) and FY10 (\$215,000 Bond). It is now proposed that the Old Betzwood vehicular bridge project be dropped, and replaced with a bike/pedestrian only bridge to complete connections between the Schuylkill

River Trail and the Valley Forge National Historic Park. Vehicular traffic needing to cross the Schuylkill River will use the US 422 expressway bridge.

This project was part of the US 422 Schuylkill River Crossing Complex, which is an area of roadways, interchanges, intersections, and bridges in the US 422 Schuylkill River Crossing area around Valley Forge National Historic Park. Currently, there are four projects which are components of the US 422 Schuylkill River Crossing Complex. These projects have been developed in close coordination with adjacent Townships, County planners, and the Valley Forge National Historic Park to rehabilitate existing infrastructure, optimize operations, and minimize impacts to adjacent park land. The four projects include:

- (1) US 422/PA 363 Interchange Reconstruction (MPMS #64796);
- (2) US 422 Expressway Bridge over the Schuylkill River (MPMS #70197);
- (3/4) Old Betzwood Bridge Bicycle/Pedestrian Trail (MPMS #16703);
- (5) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952);

As a result of current funding shortages, District 6 and other project stakeholders have developed a scaled down or “Right-Sized” approach to address the transportation needs of the US 422 Schuylkill River Crossing Complex in a cost-effective manner. A right-sized version of MPMS # 66952 was proposed which included a reduced cross-section for the relocated PA 23/US 422 interchange, made possible by the elimination of the \$23 million Old Betzwood vehicular bridge.

Financial constraint will be maintained and the TIP’s current conformity finding will not be impacted by this amendment as this project is deemed “Not Regionally Significant”.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC), that the Board approve TIP Actions PA09-62a, PA09-62b: and PA09-62c.

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

**MOTION** by Ms. Cutler, seconded by Mr. Payne that the Board approve the following TIP Actions:

- (1) TIP Action PA09-62a, PennDOT’s request to amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, US 422/PA 23 Interchange & North Gulph Road

Improvements (MPMS #66952), and programming final design in FY09 (\$680,000 STP/\$170,000 State); utility in FY09 (\$696,000 STP) and FY10 (\$56,000 STP); right of way in FY10 (\$50,000 STP), and construction in FY12 (\$10,501,000 DEMO).

- (2) TIP Action PA09-62b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering, final design, utility, and right of way phases for Old Betzwood Bridge Bike/Pedestrian Trail Project (MPMS# 16703); additionally, increasing the construction phase by \$5.43 million. Funding will be programmed for preliminary engineering (\$750,000 STP) and final design (\$250,000 STP) in FY09; utility (\$250,000 CMAQ) and right of way (\$50,000 CMAQ) in FY10, and construction in FY09 (\$3,000,000 STP), FY10 (\$1,438,000 CMAQ), and FY12 (\$1,000,000 CMAQ), acknowledging a toll credit match. \$800,000 CMAQ is currently in FY09 for construction.
- (3) That the Board approve TIP Action PA09-62c, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania deleting a project from the TIP, Old Betzwood Bridge Over Schuylkill River Bridge Replacement (MPMS #16489).

**d. PA09-63: US 202-650 Transportation Systems Management (TSM) Improvements (MPMS #84868), Montgomery County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, US 202-650 Transportation Systems Management (TSM) Improvements (MPMS #84868), and programming construction in FY12 (\$2,000,000 CMAQ), acknowledging a Toll credit match.

This project provides for US 202-650 off-line improvements and relocation of Meeting House Road in Lower Gwynedd Township. Meeting House Road relocation includes the construction of the new Meeting House Road alignment and new connection to Dekalb Pike approximately 650 feet north of its current location. This relocation will assist in addressing traffic congestion of Section 650, due to the delay of Section 65S. Other intersection improvements include sight distance improvements at Plymouth Road and Grasshopper Lane, and Evans Road and Gypsy Hill Road; left turn lanes, new signal, curb and radius improvements on SR 2016 and Sumneytown Pike; addition of shoulder, curb, and radius improvements on SR 2016 and Tanglewood Drive, and addition of right turn lane on Evans Road and Welsh Road.

These improvements are recommendations from the US 202, Section 600 Traffic Management Plan (TMP), and will be implemented during the construction of US 202, Section 650. This project is expected to be let in April 2010 as the improvements have been coordinated and agreed upon by the project stake holders: District 6 and FHWA. The design work for this project is funded under MPMS# 16755 (US 202, Section 650).

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. Hoeffel, that the Board approve TIP Action PA09-63, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, US 202-650 Transportation Systems Management (TSM) Improvements (MPMS #84868), and programming construction in FY12 (\$2,000,000 CMAQ), acknowledging a Toll credit match.

e. **PA09-64a: SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), Montgomery County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering (\$625,000 STU) and final design (\$625,000 STU) phases for SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), in FY09, acknowledging a toll credit match. The project is already programmed for construction.

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. This project was recently added to the TIP for construction only in July 2009, and received DVRPC Board and FHWA approval. It is being presented again on the agenda because major phases (preliminary engineering and final design) are now being added to the project and must receive Board approval per the regional Memorandum of Understanding (MOU). The preliminary engineering and design phases were expected to be completed in-house, but will now be completed by a consultant.

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.

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. **PA09-64b: SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), Bucks County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering (\$625,000 STU) and final design (\$625,000 STU) phases for SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), in FY09, acknowledging a toll credit match. The project is already programmed for construction.

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. This project was recently added to the TIP for construction only in July 2009, and received DVRPC Board and FHWA approval. It is being presented again on the agenda because major phases (preliminary engineering and final design) are now being added to the project and must receive Board approval per the regional Memorandum of Understanding (MOU). The preliminary engineering and design phases were expected to be completed in-house, but will now be completed by a consultant.

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 eight 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.

Favorable recommendation was received from the PCC/RTC and the RCC, that the Board approve TIP Actions PA09-64a and PA09-64b.

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

**MOTION** by Ms. Aichele, seconded by Mr. Lewis, that the Board approve the following TIP actions:

- (1) TIP Action PA09-64a, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering (\$625,000 STU) and final design (\$625,000 STU) phases for SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), in FY09, acknowledging a toll credit match.
- (2) TIP Action PA09-64b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering (\$625,000 STU) and final design (\$625,000 STU) phases for SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), in FY09, acknowledging a toll credit match.

**g. PA09-65: West Chester University, East Campus Drive Project (MPMS #74798), Chester County**

West Chester University has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, West Chester University, East Campus Drive Project (MPMS #74798), and programming \$1,570,527 (\$1,200,000 DEMO/\$370,527 Local) for construction in FY10 so that West Chester University can receive federal reimbursement for this completed project. This project is funded by a \$1.2 million SAFETEA-LU Earmark (Fed ID# 2942, PA ID# 485), and local funding provided by West Chester University.

This project was paid for in advance and constructed by West Chester University prior to receiving federal approval from FHWA. However, FHWA has granted the University "forgiveness", and the project must be included in the TIP in order for West Chester University to be reimbursed for the work that was completed.

This project was initiated in conjunction with the construction of West Chester University's School of Music Building and Performing Arts Center (SOMPAC) and adjacent parking structure, all situated on the University's East Campus sector. The purpose of this project was to improve traffic flow through the heavily congested intersection of High Street and Rosedale Avenue by providing access to new buildings and adjacent parking facilities.

The scope of work included modifications to South High Street to provide additional turning lanes to and from East Campus Drive; modifications to Matlack Street to provide turning lanes and raised pedestrian crosswalks;

construction of sidewalks, concrete curbs, and pedestrian lights; connection of driveways to access the School of Music Building and the adjacent parking structure, and installation of underground stormwater and utility structures. All work was designed and constructed in accordance with PennDOT Publication 408 specifications. Total cost of the project was \$1,570,527.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds and local funds provided by West Chester University.

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

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

**MOTION** by Ms. Denworth, seconded by Ms. Aichele, that the Board approve TIP Action PA09-65, West Chester University's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project in the TIP, West Chester University/East Campus Drive Project (MPMS #74798), and programming \$1,570,527 (\$1,200,000 DEMO/\$370,527 Local) for construction in FY10 in order for West Chester University to receive federal reimbursement for this completed project.

**h. PA09-55: Benjamin Franklin Bridge Westside Operational Improvements (MPMS #72597), DRPA/PATCO**

DRPA/PATCO has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming final design (\$400,000 FHWA Section 115) and construction (\$3,100,000 FHWA Sect 115) in FY10 for the Benjamin Franklin Bridge Westside Operational Improvements (MPMS #72597) using the balance of the existing Section 115 earmark, PA ID #251. The \$500,000 FY09 PE Phase will be corrected to reflect 100% Section 115 funds.

This project was originally programmed for \$1 million Section 115 funds for preliminary engineering which enabled a comprehensive study involving problems and alternative solutions to be completed. As a result, this project is ready to advance with several recommendations from the study: \$2.6 million improvements to the Broad Street ramp of the Vine Street Expressway (\$500,000 design in FY09 already programmed/\$2.1 million for construction in FY10); \$650,000 for signage improvements (\$150,000 final design in FY10/\$500,000 construction in FY10), and \$750,000 for development of Real Time Travel Information center (TMC) (\$250,000 final design in FY10/\$500,000 construction in FY10).

Improvements to the Broad Street ramp will be completed in two phases. Phase 1 will provide a second travel lane from Vine Street Expressway westbound off-ramp to 15th Street southbound, with the goal of reducing the existing queue, which stretches along the Expressway towards 8th Street. This also includes the reconfiguration of the ramp tie-in to 15th Street, as well as the repaving of 15th Street to the Vine Street intersection. Phase 2 will provide a new connection from the Broad Street ramp to a new intersection at Callowhill Street. This connection provides another option for traffic heading towards the western area of Center City, as well as traffic heading north of the Vine Street corridor. The goal is to reduce traffic congestion at the intersection of 15th Street and Vine Street, with the anticipation that this will reduce queues on the ramp and the Expressway. Additionally, traffic signals will be installed at the intersections of 15th and Callowhill and at the new ramp and Callowhill Street.

Signage improvements will be applied westbound on the Benjamin Franklin Bridge to assist drivers as they exit the bridge, and will include 15 static overhead guide signs which are located on the bridge gantries. At least one dynamic message sign will also be proposed for the gantry area.

The project will also include the development and operation of TMC, device installation, and agency coordination activities. The result would be real time information on congestion, speed, travel times, and travel related incidents distributed to motorists using changeable message signs, websites, highway advisory radio, and electronic notification, particularly regarding traffic problems in/on/around the Ben Franklin Bridge. The TMC will be located in the Ben Franklin police radio room at the BFB toll plaza.

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

The TIP's conformity finding will not be impacted by this amendment. This project was included in the new Conformity Determination recently completed for the *Connections 2035* long range plan, FY2009 TIP for PA, and Draft FY2010 TIP for New Jersey.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP action PA09-55.

The RCC recommended that the Board **not** approve TIP action PA09-55, based on the safety issues faced by bicyclists and pedestrians using 15<sup>th</sup> Street. During the planning process and public open house events for this project, bicycle advocates presented their concerns and those issues have not been addressed in the proposed design.

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

**MOTION:** by Mr. Lawson, seconded by Ms. Denworth, that the Board approve TIP Action PA09-55, DRPA/PATCO's request to modify the FY2009-2012 TIP for Pennsylvania by programming final design (\$400,000 FHWA Sect 115) and construction (\$3,100,000 FHWA Sect 115) in FY10 for Benjamin Franklin Bridge Westside Operational Improvements (MPMS #72597). Further, correct the \$500,000 FY09 PE phase to reflect 100% Section 115 funds.

**3. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Philadelphia**

Patty Elkis, DVRPC Associate Director, Comprehensive Planning explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment, stormwater management and brownfield assessments and remediation projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates, as well as some grants. A new regional plan titled *Connections - The Regional Plan for a Sustainable Future*, was adopted by the DVPRC Board in July 2009. PENNVEST has forwarded the following application to DVRPC for review for consistency with the regional plan.

*Lower Schuylkill River Users Association - Cherry to Race Street Improvement Project.* The Lower Schuylkill River Users Association is requesting \$169,936 from PENNVEST to build a six foot section of sidewalk on Cherry Street with a bike path to Race Street that would incorporate green street measures designed to alleviate the ponding at the end of Cherry Street. The improvements would provide a pedestrian and bicycle link between Cherry and Race streets, where the at-grade railroad crossing is located. The property is owned by the City, and is currently overgrown with weeds and inhabited by transient populations. The City will be engaging in building fencing and other improvements in the area for the crossing, and the applicant is requesting that the project be scaled up to also include this Cherry to Race street connection with green street measures. This project is intended to boost public safety and public health through the clean-up, improved connectivity, improved stormwater management and activation of the area.

This project improves the environment, pedestrian and bicycle connectivity and quality of life in a portion of Philadelphia, a Core City in the Delaware Valley. The project supports the following policies listed in DVRPC's long-range plan:

- Restore and maintain the existing infrastructure in identified centers.
- Promote the use of community scale green infrastructure through techniques such as green streets, green roofs, rain gardens, bioswales and naturalized retention basins to imitate natural processes to infiltrate stormwater, reduce flows, improve water quality, and enhance community livability
- Incorporate elements of green streets when new streets are constructed and when existing streets are upgraded with improvements
- Establish opportunities for connections among all modes
- Improve bicycle and pedestrian facilities

This project is consistent with the goals and policies of *Connections: the Regional Plan for a Sustainable Future*.

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. Mandelbaum, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding application request in Philadelphia for the *Lower Schuylkill River Users Association - Cherry to Race Street Improvement Project* is consistent with the *Connections Plan*.

#### **4. Approval of DVRPC Board Meeting Schedule for Calendar Year 2010**

Barry J. Seymour, Executive Director, presented to the Board the schedule of DVRPC Board Meeting dates for Calendar Year 2010 (distributed to the Board) for approval.

On a **motion** Ms. Cutler, seconded by Mr. Payne, the Board unanimously approved the Board Meeting schedule for Calendar Year 2010 (copy attached).

#### **5. Regional Citizens Committee (RCC) Report**

Warren Strumpf reported the activities from the September 15, 2009 RCC meeting. The RCC heard presentations on the following: (1) Delaware River Port Authority Capital Programs, presented by Bill Brooks, Chief Engineer, DRPA; and (2) SEPTA's Strategic Business and Long Range Planning, presented by Byron Comati, Director of Strategic Planning and Analysis, and Alex Flemming, Senior Long Range Planner.

RCC members also met to develop Work Program Proposals for Board consideration for the DVRPC FY 2011 Work Program.

## 6. Executive Director's Report

Barry J. Seymour, Executive Director reported on the following:

a. Transportation Investment Generating Economic Recovery (TIGER) Stimulus Grants

Mr. Seymour called the Board's attention to the list of TIGER Grant applications (distributed to the Board) and commented that these nine projects total approximately \$800 million. The total funding for the TIGER grants is \$1.5 billion nationwide. Project requests totaling over \$50 billion have been submitted from across the country.

b. Comprehensive Economic Development Strategy

Mr. Seymour reported that DVRPC is continuing its work with the Economic Development Administration (EDA) and has submitted to EDA 100 regional and local economic development projects worth more than \$5 billion as part of a proposed Comprehensive Economic Development Strategy (CEDS) for the region. After EDA review and approval funds will be released for the selected projects.

c. Pennsylvania State Transportation Commission – September 2, 2009

Donald Shanis, Deputy Executive Director, reported that the Pennsylvania State Transportation Commission held its meeting at DVRPC. This meeting allows individuals to state and recommend projects to PennDOT. PennDOT will review the recommended projects for possible inclusion in the TIP.

d. Leadership Exchange

Mr. Seymour reported he participated in the Leadership Exchange which was held in Philadelphia. The main discussion was on how to make Greater Philadelphia a "World Class" region.

e. WHYY Older Suburbs Forum

Mr. Seymour reported that WHYY will air two short films in mid-October. The program is entitled *The New Metropolis*. The focus of the first film is infrastructure challenges in the Cleveland, Ohio area. The second film will focus on changing demographics in Pennsauken, New Jersey.

f. Regional Community and Economic Development Forum

Mr. Seymour reported that the first meeting of the Regional Community and Economic Development Forum will be at DVRPC on September 30 to discuss Regional Scale Economic Development.

g. Classic Towns II Launch

Mr. Seymour reported that Round II of the Classic Towns Program will be launched on October 1, 2009 at the Chemical Heritage Building in Philadelphia. Applicants for this program are selected for their unique character of small towns and neighborhoods. Last year, 11 communities joined the program and nine new communities are joining this year.

h. Transportation Community Development Initiatives (TCDI)

Mr. Seymour reported that on October 7, 2009 the call for new proposals will be released for TCDI applicants. After review, these applications will be presented to the Board sometime in January or February for approval.

Mr. Seymour added that Richard Bickel, DVRPC Director of Planning, was recognized by the Planning Accreditation Board as the AICP Outstanding Site Visitor for 2009. Mr. Seymour also mentioned that the National Association of Government Webmasters awarded DVRPC the Pinnacle Award for Website design.

**7. 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 two presentations were presented to the PCC/RTC – (1) County Freight Scans; and (2) Route 611/263 Corridor Study.

A new outreach project called Shifting Gears was also presented at the PCC/RTC meeting by Joseph Hacker, DVRPC Manager, Transit, Bicycles and Pedestrians.

b. Regional Safety Task Force

John Ward, DVRPC Associate Director, Intermodal Planning, reported that the Regional Safety Task Force met on July 29, 2009. Joe Stafford, Bicycle



Access Council, provided information on two bicycle safety bills introduced this year in Pennsylvania. The committee also conducted a discussion panel on *What are the Traffic Rules Regarding Pedestrians* and DVRPC staff gave a brief presentation on the implementation table for the draft Safety Action Plan.

c. Regional Aviation Committee (RAC)

Roger Moog, DVRCP, Manager, Aviation Planning, reported that the RAC met on September 17, 2009. Mr. Moog reported that capital project funding is flowing to several regional airports for capacity expansion, safety and reconditioning projects from the federal economic stimulus bill as well as from the FAA Airport Improvement Program under its continuing resolution. However, no reauthorization legislation for aviation funding has passed Congress and the Administration for two years and no formula allocation exists for aviation planning funding as it does for highway and transit modes. FAA has eliminated aviation planning funds to most MPO's nationally.

Along with other aviation projects in Pennsylvania which are now complete, DVRPC staff has succeeded in negotiating with NJDOT for supplemental aviation development grants for New Jersey airports.

The following committee reports were also distributed to the Board for their review: (1) Information Resources Exchange Group; and (2) Transportation Operations Task Force.

**8. One Minute Reports**

Renee Siegel, Division Administration, Federal Highway Administration, announced that the Air Quality Conformity Long Range Plan has been approved by FHWA.

Robert Box, General Manager, Port Authority Transit Corporation, reported that an alternative light rail option has been selected to run from Camden to Glassboro, New Jersey. Governor Corzine also approved two other projects; the Bus Rapid Transit (BRT) along Routes 42 and 55 and improvements to the Atlantic City Rail Line.

In Philadelphia, evaluation of the expansion along Delaware Avenue and the connection to Center City continues.

Proposals are being reviewed for the refurbishment of the PATCO rail cars. The contract is expected to be awarded by January 2010.

Richard Roberts, Chief Planner, New Jersey Transit Corporation, reported that two RFP's have been issued; one for the BRT and one for the improvements the Atlantic City Rail Line. Work is expected to begin early 2010.

James Ritzman, Pennsylvania Department of Transportation, reported that SAFETEA-LU expires at the end of September. The House passed a three month extension. Major funding issues exist and funding sources need to be identified for the Transportation Trust Fund.

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 10:03 a.m.

#### Attachments:

- (1) Board and Executive Committee Meeting schedule for Calendar Year 2010
- (2) PCC/RTC Recommendations to the Board for September 24, 2009
- (3) RCC Recommendations to the Board for September 24, 2009

#### Additional Documents Distributed to the Board:

- (1) Alert, September 2009

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](http://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.