

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of June 24, 2010

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 II  
  
U.S. Environmental Protection Agency, Region III

Representative

(not represented)  
David Kuhn  
David Reiner  
David Mandelbaum  
Joanne Denworth  
James Mosca  
Diane Ellis-Marseglia  
Carol Aichele  
John Pickett  
Joseph Hoeffel  
Kenneth Klothen  
Carol Ann Thomas  
Louis Cappelli, Jr. Esq.  
Andrew Levecchia  
Richard Westergaard  
(not represented)  
William Payne  
Rina Cutler  
Edward Williams  
(not represented)

Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Delaware River Port Authority  
Port Authority Transit Corporation  
Pennsylvania Department of Community and  
Economic Development  
New Jersey Office of Smart Growth  
Regional Citizens Committee Chair

(not represented)  
Byron Comati  
Lou Millan  
(not represented)  
Kevin Gallagher  
(not represented)  
Cheryl Spicer  
  
Toni Crawford-Major  
James Requa  
Aissia Richardson

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Timothy Carson  
Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, Candace Snyder, David Anderson, Ted Dahlburg, Amy Miller, Chris Linn, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation  
Delaware County

Linda Guarini (Dist. 6-0)  
Matthew Popek  
Ryan Judge  
Zach Barner  
Brian Wahler  
Jerry Lutin

New Jersey Turnpike Authority  
New Jersey Institute of Technology  
Cross County Connection Transportation  
Management Association  
Cubic Transportation Systems Inc.  
Cooper's Ferry Development

William Ragozine  
Freddie Fuller, II  
Joe Myers

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

Chair Louis Cappelli, Jr. Esq. called the meeting to order at 10:05 a.m.

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of May 27, 2010**

On a Motion by Mr. Payne, seconded Ms. Aichele, the minutes of the Board Meeting of May 27, 2010 were approved as distributed.

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

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

**a. NJ10-25: Berlin Road, Gibbsboro Road and White Horse Road, Streetscape Improvements Project (DB# D1009), Camden County**

Lindenwold Township has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new DEMO project to the TIP, Berlin Road, Gibbsboro Road and White Horse Road, Streetscape Improvements Project (DB# D1009), and programming final design in FY10 (\$71,300 DEMO), and construction in FY11 (\$648,621 DEMO). This project will be funded by \$719,921 made available by a SAFETEA-LU earmark (ID# NJ 197).

This project is needed to complete the pedestrian linkage between White Horse Road and Gibbsboro Road, which is the location of the Lindenwold PATCO/NJ Transit station providing access to Atlantic City, Philadelphia, and South Jersey. The goal of the project is to improve the pedestrian linkage between the transit station and the Gibbsboro Road Apartment Corridor Redevelopment area.

The proposed streetscape improvements include the installation of a new sidewalk on the northern side of Berlin Road between White Horse Road and Central Ave; and the improvement of existing sidewalk to have a concrete surface with a brick paver edge. Improvements also include upgrades to 19 intersections for handicap accessibility; re-grading of existing sidewalk depressions and installation of detectable warning surfaces; landscape improvements along the entire length of the sidewalk upgrade; re-establishment of the grass strip between the sidewalk and curblines; installation of historic period style light fixture units with arms to hang future banners and planters; one bus stop enclosure at the major intersection of Linden Avenue and Berlin Road; five benches located at central locations and five trash/recycling containers. Currently, there is a bicycle lane on Berlin Road, from Gibbsboro Road to New Road. The project will not involve any changes to the curbs along the County roadway or any improvements that will change the drainage of the County roadway. The total cost of the project is estimated to be \$719,921 and is expected to be completed by FY2012. The project will be managed by Lindenwold Borough.

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.

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

**MOTION** by Mr. Williams, seconded by Ms. Thomas, that the Board Board approve TIP Action NJ10-25, Lindenwold Township's request that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new DEMO project to the TIP, Berlin Road, Gibbsboro Road and White Horse Road, Streetscape Improvements Project (DB# D1009), and programming final design in FY10 (\$71,300 DEMO), and construction in FY11 (\$648,621 DEMO).

**b. PA09-105: Capital Asset Lease Program (MPMS# 59966), SEPTA – Federalizing**

SEPTA has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by federalizing the Capital Asset Lease Program (MPMS# 59966), which is currently programmed with Act 44 and local funds totaling \$29,650,000 in FY11.

Due to the unavailability of Act 44 funding, \$24,127,000 of Act 44 "1514" funds are being removed from FY11 of the Capital Asset Lease Program, and are being replaced by FTA Section 5307 funding available as a result of deferring three SEPTA projects: New Payment Technologies, MPMS# 60611 (\$16,000,000 Section 5307); Utility Fleet Renewal, MPMS# 59973 (\$2,800,000 Section 5307); Jenkintown Parking Garage, MPMS# 84642 (\$2,662,000 Section 5307), and low-bid cost savings from SMART Stations, MPMS# 70691 (\$2,665,000 Section 5307). The Capital Asset Lease Program will now contain a mix of federal ("federalized") as well as state and local funds, and will be programmed as follows in FY11 (\$24,127,000 Section 5307/\$4,691,000 Section 1514/\$832,000 Local).

This action must occur prior to the beginning of FY2011 as SEPTA is expecting to incur costs in July for capital asset leases and will need to use "pre-award authority" to pay for leases. Additional funding shifts to this project will be made as part of the FY2011 Draft TIP for Pennsylvania to accommodate this new funding structure.

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 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. Hoeffel , seconded by Ms. Denworth, that the Board approve TIP Action PA09-105, SEPTA's request to modify the FY2009-2012 TIP for Pennsylvania by federalizing the Capital Asset Lease Program (MPMS# 59966), removing \$24,127,000 of Act 44 "1514" from FY11 of the Capital Asset Lease Program, and replace with FTA Section 5307 funding available as a result of deferring three SEPTA projects: New Payment Technologies, MPMS# 60611 (\$16,000,000 Section 5307); Utility Fleet Renewal, MPMS# 59973 (\$2,800,000 Section 5307); Jenkintown Parking Garage, MPMS# 84642 (\$2,662,000 Section 5307), and low-bid cost savings from SMART Stations, MPMS# 70691 (\$2,665,000 Section 5307). Funding for the Capital Asset Lease program (MPMS# 59966), will be programmed as follows in FY11 (\$24,127,000 Section 5307/\$4,691,000 Section 1514/\$832,000 Local).

**3. Project Selection for Transportation Investment Generating Economic Recovery) (TIGER) Funds for Bicycle and Pedestrian Trails in Pennsylvania and New Jersey**

Ms. Schoonmaker explained to the Board that In February of 2009, \$1.5 billion of federal discretionary Transportation Investment Generating Economic Recovery (TIGER) grant funds were appropriated nationally for capital investments in surface transportation infrastructure. This program was a component of the American Recovery and Reinvestment Act of 2009. US DOT received over 1400 applications with funding requests totaling almost \$60 billion nationwide. Only 51 projects were selected for funding. Projects were selected based on their alignment with the following selection criteria: (1) Long term outcomes including state of good repair, economic competitiveness, liveability, sustainability, and safety; (2) job creation and economic stimulus; (3) innovation; and (4) partnership.

The DVRPC region was awarded \$23 million of TIGER Grant funds. Monies will help fund the construction of ten different bicycle/pedestrian trail projects in Pennsylvania and New Jersey: seven links along the Schuylkill River Trail (SRT) and East Coast Greenway (ECG) in Philadelphia (\$17.2 million), and three trail segments in the City of Camden (\$5.8 million) near the Ben Franklin Bridge, Wiggins Park Promenade, and a connection to waterfront paths along the Cooper River.

The following projects in Philadelphia were awarded TIGER funds and will be included in the FY2011 TIP for Pennsylvania that is currently in development. The Draft FY2011 TIP also includes CMAQ funds for certain projects to fully support the construction phase. Note that MPMS #81584 may be able to authorize construction funds this summer (2010), so that the TIGER funds will also be added to the FY2009 (current) TIP in FY10 per a PennDOT Fiscal Constraint chart. PA TIGER projects are as follows:

1. Tidal Schuylkill River Greenway & Trail - TIGER (MPMS# 68067) extends the Schuylkill River Trail (SRT) by way of a “boardwalk” from Locust Street to the South Street Bridge. This project will be programmed in the FY2011 Pennsylvania TIP with \$6.2 million TIGER/\$1.344 million DEMO/\$2.150 million state RCAP funds for construction.
2. Walnut Street Gateway Project - TIGER (MPMS# 74824) enhances the Walnut Street Bridge and Schuylkill Avenue for bikes and pedestrians. This project will be programmed in the FY2011 PA TIP with \$1.740 million TIGER and \$1.462 million DEMO for construction. This project also has a \$120,000 DEMO Final Design phase.
3. Schuylkill River Park Pedestrian Bridge - TIGER (MPMS# 81584) provides for a pedestrian bridge from Schuylkill Banks to the Schuylkill River Park. This project will be programmed in the FY2011 PA TIP with \$4.4 million TIGER/\$1 million Discretionary TE for construction. TIGER funds for this project will also be added to the current FY2009 TIP in FY2010 so that funds can be authorized.
4. Schuylkill River Trail at Bartram's Garden (ECG) – TIGER (MPMS# 90141) will complete the first section of the Schuylkill River Trail (SRT) on the west side of the Schuylkill River, providing access and linkage to the East Coast Greenway and Cobbs Creek Bikeway. This project will be programmed in the FY2011 PA TIP with \$1 million TIGER/\$1.4 million CMAQ for a \$2.4 million construction phase.
5. Schuylkill River Trail- Shawmont Avenue to MontCO Line - TIGER (MPMS# 90144) will provide linkage of the Schuylkill River Trail (SRT) between the “Fairmount Bikeway” section near the Manayunk Canal with the final section of the Philadelphia section at the Montgomery County line. This project will be programmed in the FY2011 PA TIP with \$1 million TIGER/\$400,000 TE for a \$1.4 million construction phase.
6. East Coast Greenway - 58th Street Connector Greenway - TIGER (MPMS# 90180) will provide a link between the Schuylkill River Trail and Bartram’s Garden to the Cobbs Creek Trail. This project will be programmed in the

FY2011 PA TIP with \$1.1 million TIGER/\$900,000 CMAQ for a total \$2 million construction phase.

7. North Delaware Riverfront Greenway - TIGER (MPMS# 90482) provides for a section of the bike/pedestrian trail along the northern Delaware Riverfront between Allegheny Avenue and Lewis Street. This project will be programmed in the FY2011 PA TIP with \$1.760 million TIGER/\$740,000 CMAQ for a total \$2.5 million construction phase.

The following projects in Camden, New Jersey, were awarded TIGER funds and will be amended into FY11 of the FY2010 TIP for New Jersey:

1. Pearl Street Bicycle/Pedestrian Enhancement - TIGER (DB# D1006) will provide improved pedestrian and bicycle access along Pearl Street from the eastern terminus of the Ben Franklin Bridge walkway to Camden's County's Ulysses S. Wiggins Park on the Camden Waterfront. This project will be programmed with \$1.4 million TIGER in FY11 of the FY2010 New Jersey TIP for construction.
2. Martin Luther King Waterfront Connection - TIGER (DB#D1007) will provide improved pedestrian and bicycle access along Martin Luther King Boulevard from the eastern terminus of the current Martin Luther King Improvement Project at Fifth Street to Ulysses S. Wiggins Waterfront Park. This project will be programmed with \$1.9 million TIGER in FY11 of the FY2010 New Jersey TIP for construction.
3. Pine Street Greenway Enhancement - TIGER (DB#D1008) will implement an improved pedestrian and bicycle trail link along Pine Street from the existing Camden Campbell's Revitalization Area to New Camden Park. This project will be programmed with \$2.5 million TIGER in FY11 of the FY2010 New Jersey TIP for construction.

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

**MOTION** by Ms. Denworth, seconded by Mr. Williams, that the Board approve the list of projects selected for the Transportation Investment Generating Economic Recovery (TIGER) funds as follows:

\$17.2 million TIGER funds in Pennsylvania:

- Tidal Schuylkill River Greenway & Trail - TIGER (MPMS #68067)
- Walnut Street Gateway Project - TIGER (MPMS #74824)
- Schuylkill River Park Pedestrian Bridge - TIGER (MPMS #81584)

- Schuylkill River Trail at Bartram's Garden (ECG) (MPMS #90141)
- Schuylkill River Trail- Shawmont Ave. To MontCO Line - TIGER (MPMS #0144)
- East Coast Greenway - 58th Street Connector Greenway - TIGER (MPMS #90180)
- North Delaware Riverfront Greenway - TIGER (MPMS #90482)

\$5.8 million TIGER funds in New Jersey:

- Pearl Street Bicycle/Pedestrian Enhancement - TIGER (DB#D1006)
- Martin Luther King Waterfront Connection - TIGER (DB#D1007)
- Pine Street Greenway Enhancement - TIGER (DB#D1008)

Further, the Board will amend the FY2009 TIP for Pennsylvania (TIP Action PA09-104) and the FY2010 TIP for New Jersey (TIP Action NJ10-49) to add projects and associated TIGER funding noting that all Pennsylvania TIGER projects will be included in the FY2011 TIP for Pennsylvania which becomes effective October 1, 2010.

**4. DVRPC FY 2010/2011 Planning Work Program Amendments:**

**a. Tri-County Water Quality Management Board (WQMB)**

Chris Linn, DVRPC Senior Environmental Planner, Office of Environmental Planning, explained that this continuing project provides for maintenance of the Tri-County Water Quality Management Board (WQMB). DVRPC is the designated Water Quality Management Planning Agency for Burlington, Camden and Gloucester Counties in New Jersey. That function is administered through the Tri-County Water Quality Management Board which is composed of a freeholder, mayor and citizen from each of the three counties and the mayor and a citizen from the City of Camden. Activities of the Tri-County Water Quality Management Program are determined annually by the WQMB and funded by the three counties and the City of Camden.

The DVRPC Tri-County staff sets up meetings of the Board and prepares meeting materials, agendas and minutes; administers the plan amendment review process for changes to the Tri-County Water Quality Management Plan, in conjunction with the New Jersey Department of Environmental Protection (NJDEP); provides staff support, including GIS mapping, to assist counties and municipalities in implementing EPA and NJDEP rules pertaining to stormwater; provides technical support to the WQMP and member governments regarding waste water, water supply and related functions; monitors activities and governmental rules pertaining to water; drafts and presents testimony pertaining



to water issues as directed by the WQMB; and acquires information for the Board on water resource technology, programs and project development.

The NJDEP will provide federal funding (604B funds) for one year (FY 2011) for the administration of the Tri-County Water Quality Management Plan (WQMP) program, with some additional items added to the tasks. An additional \$17,353 will be added to the funded budget for the year, which is usually \$95,000.

The Goals, Description, Tasks, and Products of the Program for the year remain the same as previously delineated in the Work Program, with the following additions, parts of which fit under existing tasks and parts of which are new.

1. Development of a white paper on the future of the Tri-County Program. This will be needed once each County has completed and adopted its Wastewater Management Plan (WMP). Plans are due in April 2011 and are being prepared separately by each County. Following NJ DEP's approval, the WMPs will become amendments to the Tri-County WQM Plan. Subsequent implementation of each WMP and any amendments to it may be handled by the individual County, which would eliminate the need for the Tri-County Board. This major issue and other related questions will be addressed in the white paper, following upon research by the DVRPC staff, additional special meetings of the Tri-County Board, and presentations to County Freeholders.
2. Completion of the stormwater outfall mapping database, initiated by DVRPC in 2005. One of the requirements of the 2004 Stormwater Rules issued by NJ DEP was that county road departments, institutions, and larger/denser (Tier A) municipalities map their stormwater outfalls. DVRPC developed a protocol for such mapping using an ESRI GIS program and Trammell hand-held GPS/computer unit. DVRPC also agreed to maintain all submitted records in a Tri-County database. Only some of the entities involved in outfall mapping submitted the data they collected. Completing the database requires contacting municipalities and institutions to obtain the missing records. Some outfalls, especially those in the Cooper Lake area, may require a small amount of further field investigation, which will be conducted by the Camden County Soil Conservation District if needed.
3. Provision of mapping, research, and writing assistance to the three counties for completion of their Wastewater Management Plans (WMPs), as requested. This includes preparation of maps. DVRPC has agreed to provide mapping for the Camden County WMP to the Camden County Municipal Utility Authority, which is doing the WMP.

The budget for DVRPC under the federal funding will be \$112,353.

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

**MOTION** by Ms. Thomas, seconded by Mr. Westergaard, that the Board amend the DVRPC FY2011 Work Program to add changes to the tasks and budget amount for the project Tri-County Water Quality Management Board (#11-47-020) and authorize the Executive Director to enter into a grant recipient agreement with the New Jersey Department of Environmental Protection.

**b. Regional Comprehensive Economic Development Strategy (CEDS) Annual Evaluation and Update**

Mary Bell, DVRPC Manager, Demographic and Economic Analysis Director, Planning Division, explained to the Board that in September 2009 the U.S. Economic Development Administration (EDA) adopted the *Greater Philadelphia Economic Development Framework*, co-authored by DVRPC, as the region's Comprehensive Economic Development Strategy (CEDS). EDA requires that the CEDS be evaluated and updated annually and substantially revised or re-written at least once every five years. DVRPC has applied to the EDA for a grant that will enable staff to continue to facilitate coordinated regional economic development planning in the Greater Philadelphia region and complete the required annual evaluation of the Greater Philadelphia regional CEDS. Funds already programmed for Economic Analysis and Coordination in the FY 2011 Planning Work Program (\$50,000) will be used as matching funds for this grant.

The annual CEDS report will document changing regional economic conditions and evaluate the progress made towards achieving the CEDS goals. Working with the CEDS Committee, DVRPC staff will evaluate regional economic strengths and challenges and define strategies that promote sustainable economic development, enhance natural resources, and link economic development, land use, and transportation. Project tasks include the following:

1. Revise the membership of the CEDS Committee established in 2009 as appropriate and facilitate meetings of the Committee as necessary, including the preparation and distribution of meeting agendas and minutes.
2. Identify appropriate performance measures for each of the CEDS goals and, based on an assessment of those measures, evaluate the region's progress made during the past year towards achieving the CEDS goals.

3. Collect and analyze economic data; re-evaluate economic conditions within Greater Philadelphia; confirm and/or identify new regional strengths, opportunities, and challenges; revise the CEDS goals and objectives as appropriate; and identify strategies for achieving the identified goals.
4. Working with the CEDS committee, update the list of key regional economic development projects.
5. Complete the EDA-required annual CEDS evaluation and update and submit the completed document to EDA.
6. Maintain the CEDS key projects list, including periodically amending the list as appropriate to include potential projects that advance the CEDS goals and objectives and for which EDA funds may be requested but are identified after the completion of the 2010 CEDS annual review and update.
7. Undertake additional regional economic development planning and coordination activities as necessary to begin preparing for the EDA-required FY 2011 annual evaluation and update of the CEDS.

The total budget is \$100,000; EDA Grant \$50,000; DVRPC Matching Fund \$50,000.

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

**MOTION** by Mr. Hoeffel, seconded by Mr. Mosca, that the DVRPC Board amend the FY2011 Planning Work Program to create a separate project (#11-44-025) for the evaluation and update of the regional CEDS; shift \$50,000 from current FY 2011 work program project #11-44-020 (Economic Analysis and Coordination) to this new project; and authorize the Executive Director to enter into a grant recipient agreement with the U.S. Economic Development Administration (EDA) in the amount of \$50,000.

c. **DVRPC FY 2011 Work Program Amendment: Regional Planning for Transit Supportive Development**

Richard Bickel, DVRPC Director, Planning Division, explained to the Board that the New Jersey Institute of Technology (NJIT) has received an FTA grant to produce a "Practitioners Guide to Regional Planning for Transit Supportive Development". This guide will be a toolkit of practical examples of innovative measures to link transit investment planning with land use planning. The toolkit will include best practices, guidance, and software that will enable planners at both the regional and local levels to better integrate, accommodate and assess

transit related development and transportation investment. The Practitioners Guide will be directed primarily towards Metropolitan Planning Organizations (MPO's), regional planners, transit agencies, and county/municipal land use planners.

DVRPC will assist NJIT in this effort under a professional services consulting agreement. Specific tasks will be assigned as the project develops.

Funding for this effort is up to \$30,000 provided by NJIT.

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

**MOTION** by Mr. Kuhn, seconded by Mr. Williams, that the Board amend the DVRPC FY2011 Planning Work Program to include Regional Planning for Transit Supportive Development.

**5. DVRPC Annual Self-Certification of the Regional Transportation Planning Process**

Donald Shanis, DVRPC Deputy Executive Director, explained to the Board that Federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration and the Federal Transit Administration that its transportation planning process addresses the major issues facing the area and is being conducted in accordance with all applicable requirements.

The regulation lists specific requirements which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP and Long Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long Range Plan, and planning process.

4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704., Equal Employment Opportunity Guidelines for Grant Recipients.
6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
8. Congestion Management System requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

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

**MOTION** by Mr. Mandelbaum, seconded by Ms. Denworth, that the Board adopt Resolution No. B-FY10-013 (copy attached) certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing SAFETEA-LU, the Clean Air Act Amendments, and other federal legislation.

**6. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Delaware and Philadelphia Counties**

Amy Miller, DVRPC Environmental Planner, Office of Environmental 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. PENNVEST has forwarded three applications to DVRPC to review for consistency with the long range plan *Connections - The Regional Plan for a Sustainable Future*. The following applications have been submitted:

Delaware County

*Eddystone Borough – Sanitary Sewer Improvements*. The Eddystone Borough sanitary sewer collection system is over 75 years old and is subject to excessive inflow and infiltration (I and I). I and I is related to pipe collapse or the bypass of raw sewage, contaminating streams and wells, and also causes inefficiencies in treatment costs and capacity. Video inspection of the system has revealed several areas of infiltration, roots, collapsed pipe, offset joints, and severely deteriorated areas in need of repair. The total project cost is \$517,500, and the Borough is requesting \$330,680 from PENNVEST, with \$186,820 coming from a PA H20 grant from DCED. The project would rehab or replace 3,988 linear feet of sanitary sewer line. This project is a smaller scale version of a PENNVEST application that DVRPC reviewed in March 2009.

This project upgrades infrastructure in an existing developed area of the region, Eddystone Borough. The project therefore supports the following principle of *Connections*:

- Target infrastructure expansions to manage growth, curtail sprawl and encourage a more sustainable, center-based regional development pattern

This project is, therefore, consistent with *Connections*.

*Central Delaware County Authority – Crum Creek Interceptor Improvements*.

This project is a capital improvements and expansion project. The Crum Creek Interceptor currently serves five municipalities including Ridley Township, Swarthmore Borough, Springfield Township, Nether Providence Township, and Marple Township. The proposed project will increase capacity of the existing

sewer system to allow the potential addition of three new member municipalities: Edgmont, Newtown and Upper Providence Townships.

The project is to be conducted in three phases that will ultimately include installation of about 32,000 linear feet of sewer line, the relining of 10,900 linear feet of pipe, and capacity increases totaling 5.03 million gallons per day. Total costs for the project is \$20.5 million, with \$19.5 million requested from PENNVEST and \$1 million from the PA H20 Program.

The major problem that these improvements will resolve is reduction of infiltration and inflow from the current sewer lines, which may contaminate surface and ground water, including the Crum Creek (which many of the sewer lines run parallel to), Springton Reservoir and private wells.

This application was also reviewed by DVRPC last March, 2009, as one of 23 projects submitted to PENNVEST under the ARRA program. It was not funded in that round and has been re-submitted. DVRPC is reviewing it again due to the subsequent adoption of our new long range plan, *Connections*, in July 2009.

This project upgrades infrastructure in an existing developed area of the region – Marple, Nether Providence, Ridley, Springfield and Swarthmore, and expands service to areas of Newtown, Edgmont and U. Providence townships, which are also largely developed or designated for future growth. The project therefore supports the following principle of *Connections*:

- Target infrastructure expansions to manage growth, curtail sprawl and encourage a more sustainable, center-based regional development pattern.

However, there is one area of the potential service area expansion in Newtown Township that is designated as Rural Conservation area on the long range plan. New service should be limited to areas designated for growth on regional, county and local plans, and should not service areas designated for rural conservation and agricultural preservation.

By serving only areas designated for growth on regional, county and local plans this project is consistent with *Connections - The Regional Plan for a Sustainable Future*.

*City of Philadelphia – Green Infrastructure Tree Plantings at Philadelphia Recreation Centers.* This project seeks to plant 2500 trees on and in the vicinity of thirty-nine City of Philadelphia recreation centers and neighborhood parks located in North Philadelphia. The application explains in great detail the numerous benefits that these trees will provide, including improved stormwater management in a combined sewer overflow area, reduced heat island effect and lower utility bills for the City and residents, improved air and water quality, carbon sequestration, enhanced property values and better quality of life in a distressed area of the City. Some additional benefits associated with using trees to help resolve infrastructure and environmental quality problems include the fact that tree plantings are relatively inexpensive and relatively quick to implement, not requiring years of studies and complex engineering, and that they are an appreciating asset – unlike pipes that start deteriorating from the start and over time, trees actually begin to perform better as they age (up to a point in their life cycle, when they need replacement).

By planting 2500 trees in North Philadelphia, this project is consistent and supportive of the following policies in the long range plan:

- Promote the use of community-scale infrastructure, such as trees, to imitate natural processes to infiltrate stormwater, reduce flows, improve water quality and enhance community livability.
- Promote the planting and stewardship of shade trees to enhance property values, provide energy savings, store and sequester carbon, clean the air, and absorb stormwater.

This project is, therefore, consistent with *Connections*.

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

**MOTION** by Mr. Pickett, seconded by Ms. Cutler, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding applications in Delaware and Philadelphia Counties are consistent with the *Connections - The Regional Plan for a Sustainable Future*.

## **7. Election of Fiscal year 2011 DVRPC Board Officers**

Barry Seymour, DVRPC Executive Director, announced the candidates for Board Officers for Fiscal Year 2011 (July 1, 2010 through June 30, 2011) as follows.

Chair: Joseph M. Hoeffel, Montgomery County  
Vice Chair: James Simpson/David Kuhn, New Jersey Department of Transportation  
Secretary: Louis Cappelli, Camden County  
Treasurer: Diane Ellis-Marseglia, Bucks County

There were no nominations from the floor and the nominations were closed.

On a **motion** by Ms. Cutler, seconded by Ms. Aichele, the Board unanimously elected the recommended slate of DVRPV Board officers for FY 2011.

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

Aissia Richardson, RCC Chair, reported the activities from the RCC Meeting of June 15, 2010.



The RCC had a three presentations: (1) Kim Heinle, SEPTA Assistant General Manager, Customer Service and Advocacy presented *SEPTA's Customer Service Enhancements*; (2) Karen Cilurso, DVRPC Senior Regional Planner, presented an update of the DVRPC Transportation and Community Development Initiative (TCDI) Program; and (3) Paul Carafides, DVRPC Traffic Data Technician, presented an overview of the Office of Travel Monitoring.

The RCC also submitted a comment as part of the public comment period for the Draft DVRPC FY 2011 TIP for Pennsylvania (distributed to the Board and attached as part of these minutes).

#### **9. NJ 73 Corridor Study**

David Anderson, DVRPC Manager, Office of Corridor Planning, presented to the Board an overview of the New Jersey 73 Corridor Study (study distributed to the Board). The project overview of this study was to promote a more sustainable corridor by coordinating land use and transportation decisions and to enhance the existing assets of the corridor by addressing transportation and livability issues. The study area is eight miles in length and extends from NJ 70 in the north to Waterford Township in the south including Berlin Township, Berlin Borough, Cherry Hill Township, Evesham Township, and Voorhees Township.

The study also identifies environmental priorities and opportunities which identified environmentally constrained or sensitive locations, green infrastructure elements, and stormwater best management practices.

Mr. Anderson then presented slides of recommended smart growth principles and improvements in the corridor including highway improvements, traffic calming, pedestrian pathway delineation, bicycle network, transit network, and parking.

In conclusion, Mr. Anderson presented the priority areas (Jackson, Cooper, Kresson, Evesham, Brick Roads, Center Boulevard, and North Cropwell Road) along the NJ 73 corridor, and the recommendations for improvements and implementation of the plan.

#### **10. DVRPC Long-Range Vision for Freight**

Ted Dahlburg, DVRPC Manager, Office of Freight Planning, presented to the Board the DVRPC Long-Range Vision for Freight (study distributed to the Board). The study provided the opportunity to consider transportation from those who sell and make goods (shippers) and those who transport goods (the carriers). The major concerns are: (1) how can each freight mode be maximized; (2) how can the modes connect better; (3) where are the local bottlenecks to moving freight;

(4) what projects does the freight community promote; (5) where are the opportunities for public-private partnerships in funding those improvements; (6) what are the global trends in freight movement and how do we keep our region a significant player; and (7) how can the region make the activity of moving freight a real asset to the region and minimize any adverse impacts to local communities.

Developing the vision for freight entailed several steps which included examining existing systems and plans, examining external reports and projects, and interviewing freight facility owners and operators. Data from the Federal Highway Administration's freight analysis framework was also used to forecast freight flow in the region which showed that the value of goods anticipated being on the highways by the year 2035 will increase 100%. Trucks will still carry the vast majority of traffic and a stronger influx of goods will be coming into the region.

A public outreach meeting was held at DVRPC to gather recommendations for input into the Freight Vision Plan. Approximately 100 planners and citizens attended this showcase-format meeting where the attendees visited different stations in the conference room. Each station took them through the chain of how goods and products get from one place to another. The stations were manned by the various personnel throughout the region who work to make this happen.

Mr. Dahlburg reviewed the five visions in the study report as being to: (1) recognize the value of freight; (2) practice freight as a good neighbor strategy; (3) be environmentally friendlier and more sustainable; (4) enhance the links between freight-related transportation and land use; and (5) make operational improvements.

In conclusion, Mr. Dahlburg addressed the study's findings for infrastructure improvements, public-private partnerships; freight highway program, freight highway connector program, freight-rail program, distribution facilities program, possible future studies, and FY 2011 freight planning activities.

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

Barry J. Seymour, DVRPC Executive Director, thanked Freeholder Cappelli for being the DVRPC Chair for FY 2010 and presented him with a plaque for his outstanding contributions and service to the region.

Freeholder Cappelli thanked the Board and commented on the hard work, dedication, and professionalism he has experienced with the DVRPC staff.

a. Pennsylvania House Transportation Committee Hearing

Mr. Seymour pointed out his testimony (distributed to the Board) in support of Act 44 funding which he presented on June 4, 2010 at the Pennsylvania House Transportation Committee Hearing, and noted that letters were sent to all southeastern Pennsylvania state legislators urging action to restore funding for transportation.

b. Launch Event for "Philly Homegrown – Real Local Flavor"

Mr. Seymour reported that, in partnership with the Greater Philadelphia Tourism and Marketing Corporation and with additional funding through the William Penn Foundation, that an umbrella website has been created to promote local fresh food opportunities.

c. Economic Value of Open Space Study

Mr. Seymour reported that a meeting of the Green Ribbon Commission, was held. This commission advises on a study underway to determine the economic value of open space. Results of these studies, which examine added benefits of property values and preserving open space, will be available in the fall.

d. New Jersey Association of Counties Presentation

Mr. Seymour pointed out his presentation (distributed to the Board) given to the New Jersey Association of Counties Conference on June 17, 2010. The MPO's from North and South New Jersey presented Transportation related items and Mr. Seymour presented DVRPC's role of the MPO on non-transportation related items.

e. Sustainable Communities Program Grant

Mr. Seymour reported that HUD has not, as yet, issued the notice of funding availability (NOFA) for the Sustainable Communities Program Grant. However, a notice was issued by HUD to combine funds with USDOT for TIGER 2 (\$40 million from HUD and \$35 million from USDOT).

Discussions and written communications from the City of Philadelphia on the Sustainable Communities Program Grant revealed that the City, in lieu of a joint application or partnership, wants to submit their own application and asks Mr. Seymour to communicate that to any partners in which DVRPC has engaged for this grant.

Mr. Seymour responded that he hoped the grant application could be of a more regional nature, however, DVRPC will respect the request from the City and not compete.

Rina Cutler, City of Philadelphia, commented that the City's intention is to include DVRPC within the application.

Sheryl Spicer, PATCO, inquired how other agencies could also be a part of this grant application.

Ms. Cutler responded that the funding for this grant (\$5 million) is small and to have all agencies included would delineate the pot of money to each agency to an extremely small amount. However, she is not in a position to decide for other agencies whether to apply for the grant or not.

Ms. Spicer commented that it was her understanding the DVRPC, as the MPO, would get the region together and come up with a regional approach for the grant application.

Joseph Hoeffel, Montgomery County Commissioner, commented that the Board should discuss what would be best for the region; an application from DVRPC or just one from the City?

Ms. Cutler responded again on her concerns with spreading the applications over the region and whether the funding is sufficient to include all the regional players. The proposal is predominantly a housing proposal and the MPO is not experienced in the housing business. HUD primarily impacts Cities and, although there is a planning element to the proposal, the MPO is not an implementing agency.

Mr. Seymour commented that the draft grant proposal that was circulated by DVRPC included the implementation process and DVRPC planned to partner with The Reinvestment Fund which would provide the housing expertise and some of the funding. In the future more of these types of applications will be issued and DVRPC, the counties, and agencies need to work together.

Ms. Denworth, commented that one of the requirements for the grant application is a Regional Plan. DVRPC has a regional plan which combines housing with transportation, land use, and economic development. This would seem to make the application stronger rather than weaker.

Ms. Cutler agreed, however, with DVRPC striving to be very diverse, it has moved far away from just being a transportation related MPO and Ms. Cutler

does not necessarily agree with the expanding scope of the MPO particularly for the attainment of funding.

Ms. Denworth commented that MPO's should be involved with all aspects of planning; land use, economic development, housing, etc., not just transportation.

Ms. Spicer and Freeholder Cappelli commented that there are some Transit Oriented Development (TOD) projects in New Jersey that they would like to see compete for the grant.

Mr. Seymour encouraged further discussion from the Board on this and other related subjects.

f. FY 2012 DVRPC Planning Work Program

Mr. Seymour reported that the compilation of the FY 2012 DVRPC Planning Work Program begins in the Fall of 2011.

Feedback from several Board members was that there was not enough discussion for the development of the previous work program. To that end, a brief survey was circulated by email about the work program. The survey will also be circulated to the Planning Coordinating Committee/Regional Transportation Committee and the Regional Citizens Committee. The answers will be compiled and presented to the Board. Also, individual meetings have been scheduled with all the cities, counties, and operating agencies to discuss your views, needs, and priorities for the work program.

Mr. Seymour pointed out to the Board the FY 2010 Planning Accomplishments (distributed to the Board) which summarizes some of the projects in the FY 2010 Work Program undertaken in each member county and City.

**10. Committee Reports**

a. Planning Coordinating Committee/Regional Transportation Committee

Dr. Shanis reported that the activities of the PCC/RTC have been reported under the action items.

Dr. Shanis added that PCC/RTC officers were elected as follows:

Chair: Natasha Manbeck, Chester County  
Vice Chair: Carol Ann Thomas, Burlington County

b. Information Resources Exchange Group (IREG)

Joseph Fazekas, Manager, DVRPC Office of Web and Creative Services, reported that three presentations were given at that the IREG Meeting of June 2, 2010 as follows: (1) Tamara Manik-Perlman, Azavea, presented *Common Space: A Platform for Collaborative Planning, Sustainable Transit and Hyperlocal Search*; (2) Joe Baganski, Sprint, presented *Sprint 4G Phone/WiFi Launch in Philadelphia*; and (3) Colby Schofield, Philadelphia Police Department presented *GIS at the Philadelphia Police*.

Glenn McNichol, DVRPC, reported on the 2010 Aerial Imagery Project and Nick Canzoneri, DVRPC, announced that the public comment period for TIP projects is open until the end of June.

c. Regional Community and Economic Development Forum

Mr. Bickel reported that Joel Naroff, President of Naroff Economic Advisors provided an overview of the current state of the global, national, and regional economy. A panel discussion was held in response to Mr. Naroff's comments. The panel consisted of Philip R. Hopkins, Select Greater Philadelphia, Stephen P. Mullin, Econsult Corporation, and Steve Wray, Economy League of Greater Philadelphia.

Mary Bell, DVRPC Manager of Demographic and Economic Analysis provided an update on the status of the *Greater Philadelphia Economic Development Framework*.

d. Regional Aviation Committee

Distributed to the Board for their review.

**OLD BUSINESS**

Timothy Carson, announced that this would be his last meeting as Pennsylvania Co-Counsel to the Board. Mr. Carson commented that it has been an honor and a privilege to serve on the Board for the past 14 years. Mr. Carson also commented that he will continue to work on behalf of DVRPC and continue to enhance the various political subdivisions represented on the Board.

## **NEW BUSINESS**

Commissioner Hoeffel, Montgomery County, thanked the Board for supporting him as the newly elected chair and thanked Freeholder Cappelli for his tenure as chair in FY 2010. Commissioner Hoeffel introduced Kenneth Klothen, Montgomery County, Director of Economic Development. Commissioner Hoeffel and Mr. Klothen will be scheduling meetings with all the Board members to discuss concerns, issues, and new ideas for the DVRPC. Commissioner Hoeffel is also interested in the DVRPC Board becoming advocates on State and Federal policies.

There being no further business, the meeting was adjourned at 12:08 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for June 24, 2010
- (2) RCC Recommendations to the Board for June 24, 2010

Additional Documents Distributed to the Board:

- (1) Alert, June 2010

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.