

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 22, 2007

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

Membership Present

Representative

New Jersey Department of Community Affairs	(not represented)
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	Sonia Frontera
Pennsylvania Governor's Appointee	Richard Hayden, Esq.
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Department of Transportation	Robert Hannigan
Bucks County	Lynn Bush
Chester County	Ronald T. Bailey
Delaware County	John Pickett
Montgomery County	Kenneth Hughes
Burlington County	Jerald R. Cureton Carol Ann Thomas
Camden County	Louis Cappelli, Jr. Esq. Edward Fox
Gloucester County	Charles E. Romick
Mercer County	Donna Lewis
City of Chester	William Payne

City of Philadelphia	Gary Jastrzab
City of Camden	Edward Williams
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Dennis Merida Joung Lee
Pennsylvania Division	(not represented)
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)
New Jersey Office of Smart Growth	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Ben Parvey
Thomas Coleman

DVRPC Staff: Barry Seymour, Donald Shanis, Chick Dougherty, Richard Bickel, John Ward, Elizabeth Schoonmaker, Michael Boyer, Sarah Oaks, Rosemarie Anderson, Candy Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Brian Cuccia
Delaware River Port Authority	Jim McQuilkin
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
New Jersey Turnpike Authority	Brian Wahler
Cross County Connection Transportation Management Association	William Raggozine

Call to Order

Vice Chair Jerald R. Cureton, Esq. called the meeting to order at 10:13 a.m.

Public Comments on Non-Agenda Items

No public comments were stated on non-agenda items.

Executive Director's Report

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

- a. Governor Rendell's proposed Transportation Funding Plan

Governor Rendell's proposed Transportation Funding Plan has been released.
Under this plan:

- The commonwealth would develop a plan to take advantage of the value of the Pennsylvania turnpike through a private leasing agreement. The proceeds would be used to create a new revenue stream for transportation projects. Preliminary estimates show this could produce as much as \$965 million a year for transportation.
- A new oil company gross profits tax would be levied on oil companies that do business in Pennsylvania. The 6.17% tax would be based on “combined reporting,” meaning the company would be taxed on the portion of total profits on a company’s tax return attributable to activity in Pennsylvania. Oil companies would be exempted from the 9.99% Corporate Net Income (CNI) Tax. Part of the proceeds from the new tax would cover the loss of CNI to the General Fund. The new tax, beginning in March 2008, would generate \$760 million a year for transit.

Mr. Seymour announced that Governor Rendell will be touring around the state in March and asked the Pennsylvania Board members if a Board Policy Committee meeting should be scheduled prior to Governor Rendell’s visit to discuss the proposal. The Pennsylvania Board members agreed and a Policy Committee meeting will be scheduled for March 9, 2007.

b. Strategies for Older Suburbs Community Marketing Initiative

A team, including an advertising firm, a market research firm, and a planning firm have been engaged to assist DVRPC to develop slogans and strategies for a regional plan for marketing older urban and suburban neighborhoods. A meeting is scheduled for February 26, 2007 at DVRPC.

c. Route 100 Safety Press Conference

A press conference will be scheduled in March to discuss the Route 100 Safety Initiative.

d. Regional Plan Association Northeast Summit

The Regional Plan Association has organized a meeting with individuals from Maine to Maryland to examine the northeast corridor on such issues as climate changes, greenhouse gas reduction, shared mobility, transportation access, and smart growth.

e. Montgomery County Greenhouse Gas Reduction Task Force

Montgomery County has instituted a Greenhouse Gas Reduction Task Force. The intent of the Task Force is to examine how to conserve energy within the county government. It is hoped that other cities and counties will also form a task force for this purpose and help link together this effort regionally.

f. American Planning Association (APA) National Conference

The APA National Conference will be held in Philadelphia from April 14-18. Up to 5,000 planners are expected. Tours are planned to “show off” the planning innovations in the Delaware Valley Region.

g. DVRPC Annual Dinner

The DVRPC Annual Dinner is scheduled for June 5, 2007 at the Four Seasons Hotel. Further details will be forwarded to all Board members and alternates in the near future.

h. Southern New Jersey Chamber of Commerce *Legislative Update* Report

The Southern New Jersey Chamber of Commerce *Legislative Update* Report was distributed to the Board for their information.

1. Minutes of Meeting of January 25, 2007

On a **Motion** by Mr. Romick, seconded by Mr. Hughes, the minutes of the Board meeting of January 25, 2007, were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC staff, presented the following TIP actions for Board approval:

a. TIP Action PA07-23: Chestnut Hill Parking Lot Rehabilitation (Proposed New DEMO Project), City of Philadelphia

The Philadelphia Streets Department has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Chestnut Hill Parking Lot Rehabilitation using \$247,500 FTA DEMO funds provided by a FY06 Appropriations Bill, and a \$82,723 local match. The project will provide for the resurfacing, lighting, signage, upgrading of parking attendant booths, and communication systems for two parking facilities in the Germantown Avenue Commercial Corridor, which has 120 businesses, and SEPTA Routes R7, R8, L,

77, and 94. A parking study and improvements to seven lots have already been completed as part of the larger improvement program and serve as the local in-kind match. The funding will be programmed for construction in FY07 (\$247,500 DEMO/\$82,723 local match). The FY 2006 Appropriations DEMO ID number is PA E-2006 BUSP.

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.

Favorable recommendation was received from the Planning Coordinating Committee / Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action PA07-23.

The Regional Citizens Committee (RCC) also recommended approval of TIP Action PA07-23 based on the condition that this is a public parking lot. The RCC also notes that it does not like earmarks.

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

MOTION by Mr. Jastrzab, seconded by Mr. Payne that the Board approve TIP Action PA07-23, City of Philadelphia Streets Department's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Chestnut Hill Parking Lot Rehabilitation (Proposed new DEMO Project) and programming \$247,500 DEMO funds/\$82,723 local match for construction in FY07 (\$247,500 DEMO/\$82,723 local match).

b. TIP Action PA07-24: Deferrals Resulting in Technical Deletions from the TIP (Multiple Projects), Various Counties

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring phases for several projects in the TIP in order to: (1) indicate more accurate "let" schedules; (2) accommodate cost increases for other projects that are ready to advance at this time; and (3) maintain fiscal constraint of the TIP. These deferrals result in phases being pushed out of the four year TIP program and "technical deletions" of several projects. The list of projects is as follows:

- (1) PA 29 Gravel Pike (Bridge), (MPMS #16086), Montgomery County
- (2) Mill Road Bridge, (MPMS #15698), Montgomery County
- (3) James Street Bridge, (MPMS # 64846), Montgomery County
- (4) Bells Mill Road, (MPMS #17581), Philadelphia
- (5) American Street, (MPMS #70243), Philadelphia
- (6) PA 23, River Road (MPMS #16688), Montgomery County

- (7) Sumneytown Pike, (MPMS #64017), Montgomery County
- (8) Henry Ave. Bridge over SEPTA, (MPMS #17817), Philadelphia
- (9) PA 291, Platt Bridge, (MPMS #57904), Philadelphia
- (10) City Wide Sidewalk Bumpouts, (MPMS #64805), Philadelphia
- (11) I-76 West Ramps 1- Henderson/Gulph Road Widening, (MPMS #68064), Montgomery County

PennDOT, District 6, has been going through a significant exercise to establish realistic let dates for projects that are currently in the pipeline and at the same time work with county representatives and member governments to set some priorities as it has become clear that cost increases are going to continue to impact the program. All of the projects, deferred as part of this action, will continue to show in the program with funding captured in "Later Fiscal Years" and their let date noted. DVRPC will keep a running list of any project that has been shifted back significantly since the beginning of the FY07 fiscal year, October 1, 2006. This list will be considered at the time of the FY09 Pennsylvania TIP update which begins in the fall of 2007, along with the issue of whether to add new projects to the program.

Financial constraint will be maintained and the TIP's current conformity finding will not be impacted by this amendment.

Donald S. Shanis, Deputy Executive Director commented that although the PCC/RTC was concerned about delaying projects, approval is recommended for TIP Action PA07-24.

The RCC also recommended approval of TIP Action PA07-24 with the caveat that if any bridge or road closures occur within this package or projects, then they should be reassigned a higher priority.

Ms. Schoonmaker responded that the 11 projects listed have no bridge closures.

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

MOTION by Mr. Hughes, seconded by Mr. Hannigan, that the Board approve TIP Action PA07-24, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by technically deleting MPMS #16086, 15698, 64846, 17581, 70243, 16688, 64017, 17817, 57904, 64805, 68064 to coincide with revised let dates.

- c. TIP Action PA07-25b: Closed Loop Traffic Signal System - State Road from Route 3 / West Chester Pike to US 1 / Township Line Road (MPMS #57756), Delaware County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP that was never obligated and missed being carried over into the FY07 TIP. The Closed Loop Traffic Signal System on State Road between Rolling Road and Hilltop Road (MPMS #57756) will be programmed for \$800,000 for construction in FY07, and \$400,000 for construction in FY08, acknowledging a Toll Credit Match. The project is ready to advance to construction. The project will include installation of an interconnected closed loop traffic signal system by replacing obsolete traffic controllers at 13 intersections on State Road between Rolling Road and Hilltop Road. The system will be tied via fiber optics to a central monitoring location which will most likely be the Upper Darby Township Building. It will be monitored by Upper Darby's in-house personnel and remote access will be accommodated. Pedestrian poles, pavement markings, and signage will be included.

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. This project will be included in subsequent regional emissions analysis as required by the current conformity rule.

- d. TIP Action PA07-25c: US 202, Township Line Road to Morris Road (Section 61N, MPMS #63490), Montgomery County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the right-of-way phase by \$13 million NHS funds, (\$4,000,000 NHS/\$0 Toll credit match in FY08 and \$9,000,000 NHS/\$0 Toll credit match in FY09), and deferring \$12 million of the FY08 and FY09 construction phases to FY11 (Later Fiscal Years) for the US 202, Township Line Road to Morris Road (Section 61N) project (MPMS # 63490). This \$38 million project includes widening US 202 for approximately 2.4 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road. Five culverts will be replaced in this portion of section 600 and traffic signal equipment will be replaced at the intersections with Swede Road, Yost Road, Jolly Road and Skippack Pile (PA 73).

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 has already been included in the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Actions PA07-25b and PA07-25c. However, Dr. Shanis commented that the PCC/RTC insists that good operations and technology for the closed loop traffic signal systems (PA07-25b) be put in place and that the systems help solve capacity problems in the future.

The RCC agreed with Dr Shanis' comment, however, recommended approval of TIP Action PA07-25b.

Favorable recommendation was received from the RCC for approval of TIP Action PA07-25c, although, some discussion was held due to the fact that the RCC has not approved capacity expansion in the past.

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

MOTION by Mr. Pickett, seconded by Mr. Hughes that the Board approve the following TIP Actions:

- (1) PA07-25b - PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding the Closed Loop Traffic Signal System on State Road between Rolling Road and Hilltop Road (MPMS #57756) back into the TIP, programming \$800,000 STU in FY07 and \$400,000 STU in FY08 for construction; and,
- (2) PA07-25c, PennDOT's request to modify the FY2007-2010 TIP for Pennsylvania by increasing the right-of-way phase by \$4,000,000 NHS funds in FY08 and \$9,000,000 NHS funds in FY09, and deferring the FY08 and FY09 construction phases (\$12,000,000 NHS) to FY11 for the US 202, Township Line Road to Morris Road (Section 61N), (MPMS # 63490).

- e. TIP Action NJ07-08: Gloucester County Guide Rail Safety Project (DB #D0411), Gloucester County

Gloucester County has requested that DVRPC amend the FY2007-2009 TIP for New Jersey by programming \$70,000 STP-STU funds in FY07 for final design and \$500,000 STP-STU in FY08 for construction for the Gloucester County Guide Rail Safety Project (DB #D0411). The final design and construction phase funding will be provided by the Future projects line item DB #D026. This project initially originated as a local scoping project with \$100,000 STP-STU funding programmed in FY04 for preliminary

engineering, and has graduated into a TIP project. Gloucester County has 16 locations where county roadways either cross over or under the NJ Turnpike without actual access to the toll facility. When the turnpike was constructed in the 1960's, steel guide-rail and other dated appurtenances attached to the turnpike's parapets were installed and given to the county to maintain. The original installations are substandard and pose traffic safety hazards such as improper shielding for any errant vehicle as well as blunt and fixed object hazard. This project will provide for the design of 5 guide-rails on the following roads: Tomlin Station Road, Ogden Station Road, Parkville Station Road, Elm Avenue, and Tanyard Road.

Financial constraint will be maintained as this project uses available funding from the DVRPC Future Projects Line Item, DB #D026 and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

f. TIP Action NJ07-09: CR 571 / Princeton Hightstown Road (Local Scoping Project, DB number to be determined), Mercer County

Mercer County has requested that DVRPC modify the FY2007-2009 TIP for New Jersey by programming \$300,000 STP-STU funds from FY07 of the DVRPC Local Scoping Line Item for CR 571/Princeton Hightstown Road (Local Scoping Project). The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximate one mile segment that connects them. CR 571 is a major east-west corridor at the northern edge of the county and the Central Jersey Transportation Forum has endorsed the improvement concept. There is a severe safety concern regarding the area where the road drops from four to two lanes. The County and West Windsor Township hope to make "main street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes, and no additional through travel lanes. Currently, \$2 million STP-STU is available in the FY07 Local Scoping Line Item for selected projects, and \$1.7 million will remain in FY07 after this action. This project was recommended for inclusion in the Local Scoping program last year, but was never advanced to federal authorization.

Financial constraint will be maintained as this project uses available funding from the DVRPC Local Scoping Line Item, DB #X80B 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 Ms. Lewis, seconded by Mr. Romick; that the Board approve the following TIP Actions:

- (1) NJ07-08 - Gloucester County's request to amend the FY2007-2010 TIP for New Jersey by programming \$70,000 STP-STU funds in FY07 for final design and \$500,000 STP-STU in FY08 for construction of the Gloucester County Guide Rail Safety Project (DB #D0411).
- (2) NJ07-09 - Mercer County's request to modify the FY 2007-2009 TIP for New Jersey (FY2007-2009) by programming \$300,000 STP-STU for Local Preliminary Design (LPD) from the DVRPC Local Scoping Line Item (DB number to be determined) for CR 571/Princeton Hightstown Road project.

3. Pennsylvania Regional Safety Initiative Program Project Selection for Inclusion in the FY07 TIP (MPMS #57927), Chester County and City of Philadelphia

Charles Dougherty, DVRPC staff, explained to the Board that SAFETEA-LU authorized a new core federal aid safety funding program to achieve a significant reduction in traffic fatalities and serious injuries on public roads. Highway Safety Improvement Program (HSIP) funds are apportioned to states (after a set-aside for the Railway-Highway Crossing Program). The DVRPC region in Pennsylvania has approximately \$10 million in HSIP funding available for safety related improvements in each fiscal year 2007 through 2010. Over a third of the region's HSIP funding has already been directed toward Railroad/Highway Grade Crossings (MPMS # 36927 in the Pennsylvania TIP) for grade crossing improvements such as the installation or upgrading of warning devices/signals/gates/rubberized strips.

The balance, or roughly \$6 million, in HSIP funds are available for programming in our Pennsylvania region annually as part of the Regional Safety Initiatives line item (MPMS #57927) in the Pennsylvania TIP for selected safety improvements. The improvements must be supported by safety crash data and eligible for inclusion in PennDOT's Strategic Safety Plan. Some of the \$6 million HSIP funds are already programmed on existing TIP projects and are so noted.

Three new specific projects have been identified and are recommended for funding through the Regional Safety Initiatives line item (MPMS #57927).

DVRPC is currently working with PennDOT to determine existing TIP projects that are eligible and can use HSIP funds in FY07 since the three new projects do not draw down the majority of FY07 HSIP funds. A funding swap could occur, thereby “freeing” those funds for other use on other existing projects.

The three new projects recommended for funding are:

(1) PA 100 Corridor Safety Project in Chester County - \$1,575,000

This project implements the short-term recommendations of the PA 100 Safety Study, conducted by DVRPC, of the approximately 8.5 miles through North and South Coventry, East Nantmeal, West Vincent, and Upper Uwchlan Townships in Chester County between Hanover Street (North Coventry Township) and Font Road (Upper Uwchlan Township). Several fatalities along the corridor over the last 10 years have been of great concern, and Chester County requested that DVRPC examine the causes and develop an action plan. Specific improvements identified in the study and recommended for funding include: (1) applying Nova Chip to increase skid resistance at curves (this \$580,000 portion of the project will be funded and advanced through a state program and will not be funded with the HSIP funds); (2) pull-outs for police speed enforcement; (3) two dynamic message signs to warn motorists of unsafe road conditions; (4) construction of a northbound left turn lane at PA 23; and (5) extension of the Blackhorse Hill climbing lane transition and flattening its curve. It is anticipated that design will begin this fiscal year 2007, with construction planned for FY09 or sooner as possible.

(2) Roosevelt Expressway Safety
Improvements in Philadelphia -
\$4,400,000

This project aims to reduce the number of injuries and the severity of those injuries along the approximate three mile section of limited access highway known as the Roosevelt Expressway. The anticipated benefits of the project are to: (1) minimize the angle of redirecting vehicles off the median barrier; (2) preventing penetration through the barrier; (3) eliminating the blunt end of bridge abutment walls; and (4) reducing the number of single vehicles running off the road along the right shoulder in both directions. These goals will be accomplished by: (1) installing over 12,000 feet of improved safety-shape concrete median barrier with ample delineation; (2) installing reflective pavement markers; (3) installing milled shoulder rumble strips; and (4) installing roadside barrier and crash-worthy end treatments at bridge abutments. Design for this project will get underway this fiscal year 2007, with construction anticipated in FY08.

(3)

Henry Avenue Corridor Safety
Improvements in Philadelphia -
\$1,000,000

The Henry Avenue/Ridge Avenue Corridor was initially selected and studied by PennDOT as a Congested Corridor Improvement Program. This heavily traveled corridor extends 6.2 miles from Roberts Avenue (1755 feet north of Hunting Park Avenue) to the Montgomery County Line and is impacted by a high congestion related crash rate and is characterized by a high percentage of angle, head on, and pedestrian related crashes especially at intersections. Specific safety improvements to be advanced may include: installation of hand-man pedestrian signals, advanced pedestrian signal timings, and pedestrian bumpouts; installation of centerline rumble strips at all painted median locations where appropriate; selective tree removal where appropriate based on crash cluster information; installation of reflective pavement markers; and new mast arms. The approaches at Walnut Lane and Hunting Park Avenue will be considered for minor widening for turn movements, conditional on concurrence from the City of Philadelphia.

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

MOTION by Mr. Hayden, seconded by Mr. Jastrzab, that the Board approve the list of selected new projects for safety improvements to be funded with PA HSIP funds and modify the FY2007 Transportation Improvement Program (TIP) for Pennsylvania by adding the list of recommended projects to the Regional Safety Initiatives Line (MPMS #57927) and drawing funds down to individual project MPMS numbers at the appropriate time. Other existing eligible TIP projects will be identified to draw down unused balances of FY07 HSIP funds.

Recommended new projects:

- PA 100 Safety Project for Corridor through North and South Coventry, East Nantmeal, West Vincent, and Upper Uwchlan Townships in Chester County;
- Roosevelt Expressway Safety Improvements in Philadelphia; and
- Henry Avenue Corridor Safety Improvements in Philadelphia

4. Pennsylvania District Roundabouts Incentive Program Project Selection for Inclusion in the FY07 TIP (MPMS #76173), Bucks and Chester Counties

Mr. Dougherty explained to the Board that during the FY07 TIP update process, a

new line item was established in the Pennsylvania TIP to fund some “pilot” roundabout projects in the region. The Pennsylvania District 6 Roundabouts Incentive Program line item, (MPMS #76173) makes \$2 million funding available in the Pennsylvania DVRPC region to provide for the implementation of low cost roundabouts where they would be appropriate to solve problematic road intersections. In the Pennsylvania DVRPC region, two specific projects have been identified and are recommended for funding through this program:

- Cold Spring Creamery / Burnt House Hill Roads in Buckingham Township, Bucks County - \$800,000 for construction.
- PA 52/Wawaset/Unionville Road South in Pocopson Township, Chester County - \$850,000 for construction

Both projects will advance through the design process using local funding, and construction funding will be provided at the agreed upon amount based on current estimates. Additional costs above and beyond the estimates will be the responsibility of the townships. The Bucks County project may be ready to advance late this fiscal year or early FY08, and funding will be drawn down from the line item for individual project MPMS numbers at the appropriate time. The Chester County project must complete the design process and is expected to advance to construction in FY08 or FY09.

A third location in Delaware County in Aston Township is under discussion and review with PennDOT, and may be the third candidate for approval at a later date.

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

MOTION by Ms. Bush, seconded by Mr. Romick, that the Board approve the list of selected roundabout projects and modify the FY 2007 Transportation Improvement Program for Pennsylvania by adding the list of recommended projects to the District Roundabouts Incentive Program line item (MPMS #76173) and drawing funds down to individual project MPMS numbers at the appropriate time. Recommended projects:

- Cold Spring Creamery / Burnt House Hill Roads in Buckingham Township, Bucks County - \$800,000 for construction
- PA 52/Wawaset/Unionville Road South in Pocopson Township, Chester County - \$850,000 for construction

5. Pennsylvania District Bridge Design Program Project Selection for Inclusion in the FY 07 TIP (MPMS #75767), Various Counties

Mr. Dougherty explained to the Board that during the FY07 TIP update process, a new line item was established in the PA TIP to fund design of state and local bridge projects. The Pennsylvania District Bridge Design Program line item (MPMS #75767) makes \$10 million (\$8 million federal Bridge funds/\$1 million state/\$1 million local) in design funding available in FY07 for the repair or replacement of structurally deficient State and Local bridges in the DVRPC region. In the past, fully funded (design, right-of-way, and construction) bridge projects have been added to the TIP during the update process. Projects typically showed construction schedules 2-3 years following design, and it has turned out that projects are typically taking longer than that to advance to construction. In an effort not to tie up funds in unrealistic estimated construction schedules, the region made the decision to select a handful of projects (24) and break them out to individual construction projects in the Pennsylvania TIP as they are closer to completing the design phase with more realistic schedules and cost estimates. Setting aside a line item for construction costs in FY11 will be discussed during the FY09 TIP update process next winter, as these 24 projects carry an estimated construction cost of over \$56.9 million in today's dollars.

These projects will also be subject to the new Pennsylvania Planning and Programming Checklist developed as a tool by PennDOT to identify potential natural, socioeconomic, and cultural resources that may be impacted by a given transportation construction project, thereby affecting a project schedule, budget, and level of documentation required. A checklist (distributed to the Board) provided a summary of the various resources and topics to be considered during project planning, and is a precursor to the formal scoping process under NEPA. It is hoped that applying the checklist to these bridge projects will assist in more accurate and realistic programming.

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

MOTION by Mr. Hughes, seconded by Mr. Jastrzab that the Board approve the list of selected projects for inclusion in the PA District Bridge Design Program line item (MPMS #75767) and modify the FY2007 Transportation Improvement Program for Pennsylvania, drawing funds down to individual project MPMS numbers at the appropriate time.

Mr. Seymour commented that in view of the many TIP actions requiring changes, additions and deferrals, it is hoped all partners take a more realistic approach when preparing future TIPs to identify priority projects, identify time frames, and identify realistic budgets.

Mr. Cureton commented that a group of projects have been grouped together for

approval under one TIP action item. He questioned if this would be the trend to group similar projects together for future TIP actions.

Mr. Dougherty responded that it has been recommended under Federal Legislation to group projects together whenever possible.

6. Amendment to the New Jersey Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program

Mr. Dougherty explained to the Board that, as required by federal regulations, a Memorandum of Understanding (MOU) exists between the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT), and New Jersey Transit (NJ TRANSIT) to establish agreed upon procedures for modifying or amending the TIP for New Jersey. From time to time this MOU requires changes to improve; clarify or streamline the process as DVRPC strives to advance all TIP programmed projects as quickly as possible. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while all other changes require a formal action by the Board. Changes to the existing MOU have been proposed that address three issues:

- language that will make the MOU SAFETEA-LU compliant;
- language that will increase the cost thresholds for changes that require no action by DVRPC, and actions that can be handled administratively in order to more appropriately address current project costs and increases; and
- language that specifically outlines procedures for reporting by NJDOT and NJ TRANSIT, and MPO requests for information.

The document with the recommended changes was distributed to the Board. Mr. Dougherty reviewed the changes and explained that the document showed red “strikeout” language with the new language indicated in red and underlined which reflected the following:

- New language to make the MOU SAFETEA-LU compliant (e.g. noting the TIP is now a four year program in New Jersey);
- New language which increases cost change thresholds and adds a percentage benchmark for TIP changes that require no action by DVRPC, and TIP actions that can be handled administratively; and
- New language that specifically outlines procedures for reporting by NJDOT and NJ TRANSIT, and MPO requests for information.

After favorable recommendation was received from the PCC/RTC and the RCC, the

Board unanimously adopted the following **motion**:

MOTION by Mr. Romick, seconded by Mr. Hughes, that the Board amend the New Jersey Memorandum of Understanding on Procedures to Amend or Modify the TIP.

7. DVRPC Fiscal Year 2008 Planning Work Program Amendment: Child Passenger Safety Program - Children's Hospital of Philadelphia

Richard Bickel, DVRPC staff, explained to the Board that DVRPC is proposing an amendment to the DVRPC FY2008 Work Program to add the Child Passenger Safety Program, Children's Hospital of Philadelphia (CHOP). CHOP received a SAFETEA-LU transportation earmark in the amount of \$1 million DEMO/\$250,000 Local Match to be used for a Child Passenger Safety Program. DVRPC is going to serve as the public sponsor for CHOP and will provide some project administration services for processing invoices and administrative services for the effort which will involve three different phases over a three year period.

The goals of the program are:

- (1) Increase Use of Automobile Restraints in Children and Youth Populations;
- (2) Marketing Campaign Targeted to At-Risk Populations for Low Use of Automobile Safety Restraints; and
- (3) Evaluate New Parent Website - *K After the Injury: Helping Parents Help Their Kids To Prevent Post Traumatic Stress Syndrome After Childhood Injury Due to Motor Vehicle Incident*

The cost and source of funds for this program are \$1,250,000 total funds (\$1,000,000 DEMO SAFETEA-LU transportation earmark funds / \$250,000 Local Match).

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

MOTION by Mr. Jastrzab, seconded by Ms. Lewis, that the Board amend the DVRPC Fiscal Year 2008 Planning Work Program to include the Child Passenger Safety Program, Children's Hospital of Philadelphia.

8. Adoption of the Conformity Finding Reaffirmation of the DVRPC FY 2007 Transportation Improvement Programs (TIPs) and the

Destination 2030 Long Range Plan (LRP)

Michael Boyer, DVRPC staff, 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 commitment for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the FY 2007 TIPs and the *Destination 2030* LRP.

In December 2006, the DVRPC Board adopted the conformity finding of the FY 2007 Pennsylvania TIP, FY 2007 New Jersey TIP, and the *Destination 2030* LRP. This conformity finding covered:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties);
- PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area); and,
- PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area).

WILMAPCO is currently updating their FY 2008-2011 TIP and 2030 RTP. Since New Castle County is included in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, DVRPC must reaffirm the previous conformity determination to support WILMAPCO’s conformity determination for their TIP and RTP.

DVRPC held a public comment period from January 16, 2007 to February 14, 2007. No comments have been received regarding the draft conformity finding.

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

MOTION by Mr. Romick, seconded by Ms. Lewis, that the Board approve the reaffirmation of the conformity finding of the FY 2007 DVRPC TIPs and the *Destination 2030* LRP by adopting Resolution B-FY07-006 (copy attached).

9. Approval of the FY 2008 PennDOT Transportation Management Association (TMA) Assistance Grant Program Work Programs

Sarah Oaks, DVRPC staff, explained to the Board that PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This

is an ongoing program, renewable annually. PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

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

In January 2006, the DVRPC Board approved a 20% funding increase for the program. The maximum allowable grant was raised to \$192,000 per TMA, and each TMA has applied for that amount. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of each application indicates each applicant is able to meet their match requirement.

Draft work programs for each applicant were released for comment in January. Comments received by the closing date of January 19 were incorporated and the final documents are now ready for approval (distributed to the Board).

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

The cost and source of funds is as follows: \$1,152,000 (\$921,600 Federal, \$230,400 TMA match) CMAQ funds currently available.

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

MOTION by Mr. Hughes, seconded by Mr. Hayden, that the Board approve and forward to PennDOT for their approval the FY 2008 TMA Assistance Grant Work Programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600 CMAQ, \$230,400 TMA match).

10. Approval of the FY 2008 Mobility Alternatives Program (MAP) Work Programs

Ms. Oaks explained to the Board that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary

basis. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation (through the Clean Air Council) and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual work programs (distributed to the Board), which give a description of the work which will be undertaken in FY 2008.

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

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

The cost and source of funds are as follows: \$816,000 (\$652,800 Federal, \$163,200 TMA or Contractor match) CMAQ funds currently available.

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

MOTION by Mr. Pickett, seconded by Mr. Jastrzab, that Board approve the FY 2008 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, the City of Philadelphia, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

11. **Regional Safety Action Plan**

Rosemarie Anderson, DVRPC staff, presented to the Board the *Regional Safety*

Action Plan. According to the USDOT, motor vehicle crashes are the leading cause of death among Americans 1-34 years of age, total societal costs of crashes exceed \$230 billion annually, and in 2005, 43,443 people died in motor vehicle crashes (4,881 pedestrians). In the DVRPC region alone there have been 273,995 crashes, 1,441 fatalities, 160,503 injuries between 2003 and 2005.

Safety has always been mandated in the Legislation and in 1991 ISTEA allocated 10% of the transportation funds to improve safety and in 1998 TEA-21 had safety and security as a planning factor, however, no specific guidelines were provided. In 2005, SAFETEA-LU established safety and had its own planning factors with the appropriate guidance.

DVRPC has acknowledged that safety planning needs to be addressed in our region and traditional planning examines time, mobility and access. Safety planning has an added burden of examining property damage, injuries and fatalities. DVRPC is taking a proactive approach to examine safety in a comprehensive fashion. The comprehensive plan is multi-modal, system-wide and includes education and emergency services. This approach requires new partnerships and refocused emphases.

A DVRPC Safety Committee was formed which allows staff to include safety in all plans and projects. Also, the DVRPC *Destination 2030* Long Range Plan lists Improving Safety in the *Transportation Goals/Policies*. A Regional Safety Task Force was formed in September 2005 and is made up of safety professionals in our region who provide guidance and help integrate safety at all levels.

The goal of the Safety Plan is to reduce crashes, injuries and fatalities on the Region's roadways while maintaining compatibility with the state Strategic Highway Safety Plans (SHSP) and bringing the New Jersey and Pennsylvania portions of the MPO into alignment.

To implement the safety plan, DVRPC is examining existing safety projects and programs, streamlining innovative strategies, and collaboration/coordination with implementing agencies. The challenges seen are obtaining appropriate crash data, coordination, appropriate communications with legislation, and funding. To meet these challenges, DVRPC's will continue to: (1) pool and share resources; (2) develop solutions (policies, protocols, programs); (3) share ideas and technology between agencies and disciplines; (4) programming available funds; and (5) coordinate local efforts and technical assistance. Also, DVRPC's existing programs, such as the Incident Management, Congestion Management, and the projects included in the DVRPC Work Program already play a vital role in addressing safety in our region. The Regional Safety Task Force will also be instrumental in the implementation of the Safety Plan and will continue to coordinate, monitor progress, and market the plan.

A final draft Safety Plan will be provided to the Regional Safety Task Force in the near future and the final plan will be distributed for approval at the April Regional Safety Task Force meeting.

Dennis Merida, Federal Highway Administration, New Jersey Division, applauded DVRPC's work on the Safety program and commented that fatalities have grown to over 43,000 per year. Unfortunately, the safety category of federal funds has one of the lowest obligation rates of any federal category. Funds are allocated but not used. The funds should be used, however, should be spent on priority safety projects listed on the Highway Safety Improvement Program (HSIP) and that are consistent with the SHSP. Mr. Merida requested that DVRPC periodically brief the Board on the progress and implementation of the Safety Plan and the use of the allocated funds.

Lynn Bush, Bucks County, commented that it would be of interest to examine whether safety has played a role in the design of various intersections and roads and that this should be considered in the report.

12. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported that at the RCC meeting of February 13th, Mr. Dougherty presented an overview of funding related to DVRPC, particularly the TIP. The presentation offered an overview on how to understand the TIP process, and how priorities are set within the project listing. Mr. Strumpfer thanked Mr. Dougherty and requested that some other presentations be made to the RCC on the following: (1) Congressional Earmarks, and (2) Turnpike revenue.

Mr. Seymour responded that the appropriate individuals will be notified to prepare presentations for the RCC on both those issues.

13. Committee Reports

The Planning Coordinating Committee / Regional Transportation Committee Meeting Highlights of February 6, 2007 were distributed to the Board for their review.

15. One Minute Reports

David Fogel, SEPTA, reported that on Sunday, March 4, 2007, the Market/Frankford Elevated Line will celebrate its 100th birthday. A ceremony is scheduled in the SEPTA Lobby at 1234 Market Street, Philadelphia at 2 p.m.

Cheryl Spicer, Port Authority Transit Corporation, reported that the SmartCard new fare collection system now has new equipment at all stations. There are approximately 1000 participating in the pilot programs. Fifty-three percent of them are using credit-debit cards or auto loads. The auto load is a feature similar to EZ Pass where the card is swiped at the gate the cost is automatically loaded. It is hoped that other transit systems will become part of this system which will allow passengers to use a "one card" system in the future.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:05 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for February 22, 2007
- (2) RCC Recommendations to the Board for February 22, 2007
- (3) Board Resolution No. B-FY07-006

Additional Documents Distributed to the Board:

- (1) *Alert*, February 2007
- (2) *TravelSmart*, February 2007

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of February 22, 2007

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

Membership Present

Representative

New Jersey Department of Community Affairs	(not represented)
Pennsylvania Department of Transportation	Robert Hannigan
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	Sonia Frontera
Pennsylvania Governor's Appointee	Richard Hayden, Esq.
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Counties	Ronald Bailey
New Jersey Counties	Jerald R. Cureton, Esq. Carol Ann Thomas
City of Camden	Edward Williams
City of Philadelphia	Gary Jastrzab

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Brian Cuccia
Bucks County	Lynn Bush
Delaware County	John Pickett

Montgomery County	Kenneth Hughes
Camden County	Louis Cappelli, Jr. Esq. Edward Fox
Gloucester County	Charles E. Romick
Mercer County	Donna Lewis
City of Chester	William Payne
City of Trenton	Andrew Carten
Federal Highway Administration New Jersey Division	Dennis Merida Joung Lee
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes Jim McQuilkin
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
New Jersey Turnpike Authority	Brian Wahler
Cross County Connection Transportation Management Association	William Raggazine
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Ben Parvey Thomas Coleman

DVRPC Staff: Barry Seymour, Donald Shanis, Chick Dougherty, Richard Bickel, John Ward, Elizabeth Schoonmaker, Michael Boyer, Sarah Oaks, Rosemarie Anderson, Candy Snyder, and Jean McKinney.

Call to Order

Vice Chair Jerald R. Cureton, Esq. called the Executive Committee meeting to order at 12:05 p.m.

1. Minutes of Meeting of January 25, 2007

On a **motion** by Mr. Barnes, seconded by Mr. Hannigan, the minutes of the meeting of January 25, 2007 were approved as distributed.

2. Approval for DVRPC to Open a New Bank Account with Bank of America for TransitChek Transactions

Barry J. Seymour, Executive Director explained to the Executive Committee that on December 15, 2003 the Commission opened a bank account with Lakeland Bank in Englewood, New Jersey. This account was opened to speed the shipment of TransitChek orders, reduce bank fees, increase interest income and facilitate the timely deposit of customer checks by the Commission's TransitChek fulfillment vendor, Commuter Check Services Corporation (CCSC), also located in Englewood.

In February 2006 CCSC was acquired by Accor, SA. Accor, SA has an exclusive banking arrangement with Bank of America, offering low fees and a competitive interest rate for funds invested. This spring CCSC will be moving its fulfillment operations to Boston, MA. We are recommending that the Lakeland account be closed and a new account be opened with Bank of America. CCSC as a subsidiary of Accor, SA is able to offer the Commission the same favorable banking relationship that Accor, SA enjoys with Bank of America.

It is requested at this time, that the Executive Committee authorize the Executive Director to execute the Authorization Resolution to: (a) open any deposit or share account(s) in the name of the Commission, and (b) endorse checks and orders for the payment of money or otherwise withdraw or transfer funds on deposit with Bank of America.

Brent Barnes, New Jersey Department of Transportation commented that since the Bank of America is located outside the region he is concerned with the flow of money and the possibility of creating employment in other areas. Mr. Barnes requested that additional information be provided on this item.

Mr. Seymour responded that additional information would be provided to the Executive Committee for their review.

A **motion** was made by Mr. Jastrzab, seconded by Mr. Hayden, that the Board authorize the Executive Director to execute an Authorization Resolution with Bank of America.

Mr. Barnes **voted no**, and Sonia Frontera, New Jersey Governor's Office, **abstained** from voting. According to the Delaware Valley Urban Area Compact Voting Provisions (Article II, Section 4), two of the three state's officials or appointees or their alternates shall vote in favor thereof, therefore the **Motion did not carry**.

3. Adoption of the DVRPC Fiscal Year 2008 Budget

Mr. Seymour commented that the proposed draft Fiscal Year 2008 Budget was distributed for review at the Board meeting of January 25, 2007.

The total budget is \$25,371,250 of which \$8,796,250 is for subcontracts to member governments, transit operating agencies, scoping contractors and Transportation and Community Development Initiative (TDCI) award winners. The budget for DVRPC operations is \$16,575,000 an increase of \$1,071,018 from this year. It includes the basic DVRPC programs of (1) General Fund (Nonparticipating Fund and Miscellaneous Receipts), (2) Transportation Program (Highway and Transit), and (3) Other Programs (continued contract obligations and services to local, state and other governments and private organizations). The subcontracts to member governments and transit operators are included under the total Transportation Program (Highway and Transit).

Mr. Seymour pointed out an amendment to the Budget relating to the DVRPC Compensation Plan. The DVRPC staff compensation program is based on meritorious awards. There is no annual step program or automatic cost of living increase. An overall pool of funds is put forth which is then allocated to individual staff based on performance ratings over the course of the year. The Draft FY 2008 Budget specified a 4% pool for this purpose. After review of the draft budget, Pennsylvania was within the 4% range, however New Jersey is limited to only a 3% range. Therefore, the DVRPC FY 2008 Budget will be adjusted to 3% for salary increases to be consistent the New Jersey guidance for authorities such as DVRPC.

The Executive Committee unanimously adopted the following **motion**:

MOTION by Mr. Hayden, seconded by Mr. Barnes that the Board adopt the DVRPC Fiscal Year 2008 Budget as amended, the General Fund Budget, the legal services of the recommended Co-Counselors for Pennsylvania and New Jersey and authorize the Executive Director to execute and file the required applications and enter into and execute all necessary contracts and grant agreements by passing Resolution No. EC-FY07-001 (copy attached).

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:15 p.m.

Attachment:

Resolution No. EC-FY07-001