

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 27, 2014

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation

Joyce Paul
James Simpson
Dave Kuhn

Pennsylvania Department of Transportation

James Ritzman
James Mosca

New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County
Chester County

Amy Herbold
Ron Henry
Christopher Sullivan
(not represented)
Terence Farrell

Delaware County

Ronald Bailey
John McBlain
Linda Hill

Montgomery County

Leslie Richards
Jody Holton

Burlington County
Camden County

(not represented)
Lou Cappelli

Gloucester County
Mercer County
City of Chester
City of Philadelphia
City of Camden
City of Trenton

Andrew Levecchia
Richard Westergaard
Donna Lewis
William Payne
Rina Cutler
Edward Williams
Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration
New Jersey Division

Calvin Edghill

Pennsylvania Division	Jonathan Crum
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	Tony Cho
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Phil Spinelli
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Lisa Worden

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andrew Bockis
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Richard Bickel, John Ward, Patty Elkis, Paul Smith, Chris Puchalsky, Candy Snyder, Elizabeth Schoonmaker, Rick Murphy, Kwan Hui, Taghi Ozbeki, Rob Graff, Tom McGovern, John Griffies, Jane Meconi, Chris Linn, Sarah Oaks, Shawn Megill-Legendre, Kevin Murphy, John Coscia, Jr., Stacy Bartels, Brett Fusco, Joe Fazekas, and Renee Wise.

Guests

PennDOT	Linda Guarini
Citizen of Bucks County	Sue Herman
CCCTMA	William Ragozine
SEPTA	Erik Johanson
PlanPhilly	Christine Fisher
Citizen of Montgomery County	Bridget Chadwick
KS Engineers	Dan DiPaolo

Call to Order - Chair's Comments

Chair James Simpson called the meeting to order at 10:05 a.m.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of February 27, 2014

A **motion** was made by Mr. Farrell, seconded by Mr. Henry, to approve the minutes of February 27, 2014.

2. Transportation Improvement Program (TIP Actions)

Executive Director Barry Seymour noted that this is the first of three significant actions in Pennsylvania that come as a result of new funding. DVRPC is working towards the next TIP update and the amendment to the Long Range Plan, which will come before the Board in July.

Elizabeth Schoonmaker, DVRPC Capital Program Manager, presented the following TIP actions to the Board.

2a. PA13-66: Approval of Act 89 FY14 Additional State Revenue Projects and Studies (Various MPMS#s), Various Counties

PennDOT has requested that DVRPC approve the list of projects and studies selected for funding via the Pennsylvania Act 89 Additional State Highway and Bridge Revenue for FY14, and amend the FY2013 - 2016 TIP for Pennsylvania by adding new projects and new breakout projects to the PA TIP in FY14, as well as modifying the TIP by adding a project phase, increasing project cost, or advancing a project phase for other projects. The DVRPC region was allocated a total of \$99,783,000 of additional State Act 89 funding in FY14. Further, two new breakout projects totaling \$16,650,000 can be added to the TIP to advance construction in FY14 due to State and Federal funds freed up by the additional Act 89 funds.

Act 89 of 2013 is the State of Pennsylvania's transportation funding bill that provides much needed funding for the state's roads and bridges as well as transit systems. Act 89 will generate an additional \$2.3 billion annually by the fifth year of the program for the Commonwealth's highway, bridge, public transit, local government, port, aviation, and other intermodal infrastructure systems. Act 89 of 2013 also eliminated the state retail gas tax paid at the pump starting January 1, 2014 and replaced it with an equivalent increase in the Oil Company Franchise Tax (OCFT). It also removed the cap on the OCFT in thirds over five years.

Twelve projects and six studies are recommended to advance with the FY14 funding based on project let dates, and enable the region to advance several projects to construction much earlier than anticipated prior to the bill's passage. It also means that

almost all of these projects will not need to have funding programmed in the FY2015 PA TIP Update currently in development.

Four new projects totaling \$20,000,000 Act 89 funds for construction in FY14 will be amended to the FY2013-2016 TIP for Pennsylvania and are as follows:

1) Adjacent Box Beam Group J (MPMS 92184), Bucks, Delaware, and Montgomery Counties, \$6,000,000 – Act 89 funds will be used for the following rehabilitation of box beam type bridges:

- Tullytown Road (SR 0013) over branch of Martins Creek, in Falls Township, Bucks County
- Chinquapin Road (SR 2025) over Ironworks Creek, in Northampton Township, Bucks County
- Bryn Mawr Avenue (SR 1032) over Ithan Creek, in Radnor Township, Delaware County
- Skippack Pike (SR 0073) over Perkiomen Creek in Perkiomen Township, Montgomery County
- New Second Street (SR 2060) over Tacony Creek in Cheltenham Township, Montgomery County

2) Bridge Rehabilitation Group G (MPMS 89697), Chester County, \$4,000,000 – Act 89 funds will be used for the following bridge rehabilitation projects:

- Valley Forge Road (SR 0023) over Pickering Creek in Schuylkill Township
- White Horse Pike (SR 0322) over West Branch Brandywine Creek in Honey Brook Borough
- Fernhill Road (SR 2012) over US 202 in West Goshen Township

3) Culvert Replacement Group K (MPMS 92310), Bucks County, \$5,000,000 – Act 89 funds will be used for the following culvert replacements and the replacement of various bridges in critical condition:

- Dublin Pike (SR 0313) over Morris Run, in Hilltown Township
- Easton Road (SR 0611) over branch Neshaminy Creek, in Doylestown Township
- Aquetong Road (SR 1003) over branch of Aquetong Creek, in Solebury Township
- Hulmeville Road (SR2027) over Chubb Run, in Langhorne Manor Borough

- Old Lincoln Highway (SR 2037) over branch Neshaminy Creek, in Bensalem Township
- Almshouse Road (SR 2089) over branch Neshaminy Creek, in Warwick Township
- Main Street/Bethlehem Pike (SR 4013) over Wertz Creek, in Sellersville Borough
- Rocky Ridge Road (SR 4045) over Branch Tohickon Creek, in Richland Township
- Richlandtown Pike (SR 4047) over Cooks Creek, in Springfield Township
- State Road (SR 4067) over branch Cooks Creek, in Springfield Township

4) Culvert Replacement Group L (MPMS 92311), Chester, Delaware, and Montgomery Counties, \$5,000,000 – Act 89 funds will be used for the following culvert replacement and the replacement of various bridges in critical condition:

- Doe Run Road (SR 0082) over branch Sucker Run, in East Fallowfield Township, Chester County
- Creek Road (SR 0282) over branch Brandywine Creek, in East Brandywine Township, Chester County
- Bondsville Road (SR 0340) over branch Beaver Creek, in Caln Township, Chester County
- Whitehorse Road (SR 1003) over branch Pickering Creek, in Schuylkill Township, Chester County
- Clay Creek Road (SR 3011) over Tributary East branch White Clay Creek, in Franklin Township, Chester County
- MacDade Boulevard (SR 2006) over branch Munckinipattus Creek, in Glenolden Borough, Delaware County
- Second Avenue (SR 4015) over branch of Mingo Creek, in Upper Providence Township, Montgomery County

Six new studies in Bucks and Montgomery Counties for Route 611 will be amended to the FY2013 - 2016 TIP for Pennsylvania using \$300,000 Act 89 funds in FY14 and are as follows:

- 1) Route 611 & County Line Study (MPMS 102138), Bucks County - \$50,000
- 2) Route 611 & Street Road Study (MPMS 102138), Bucks County- \$50,000
- 3) Route 611 & Bristol Road Study (MPMS 102138), Bucks County- \$50,000
- 4) Route 611 & Adaptive Signals Study (MPMS 102138), Bucks County- \$50,000
- 5) PA Turnpike at Route 611 Study (MPMS 102139), Montgomery County-\$50,000
- 6) Route 611 Corridor Study (MPMS 102139), Montgomery County- \$50,000

Five existing TIP projects in Bucks, Chester, and Philadelphia Counties will be modified and advanced in the FY2013-2016 TIP for Pennsylvania and total \$79,984,000 Act 89 funds in FY14. It is anticipated that four out of these five projects can now be let for construction prior to December 2014. The five existing projects are as follows:

1) West Maple Avenue Bridge Over Neshaminy Creek (MPMS 13762), Bucks County, \$8,250,000 total Act 89 funds – Act 89 funds will add a construction phase in FY14 for \$8,250,000.

2) US 422, Schuylkill River Bridge Over Schuylkill River (M2A-Stowe) (MPMS 66986), Chester and Montgomery Counties, \$51,039,000 total Act 89 funds – Act 89 funds will advance construction by adding \$51,039,000 Act 89 funds for FY14 construction, by removing FY16 \$17,352,000 NHPP and \$4,338,000 Appropriation 185 funds for construction, and by removing the remaining \$24,152,000 NHPP and \$6,038,000 Appropriation 185 funds in the second four years for construction.

3) Holme Avenue Bridges (2) Over Roosevelt Boulevard (MPMS 80055), City of Philadelphia, \$11,670,000 total Act 89 funds - Act 89 funds will advance construction by adding \$11,670,000 funds for construction in FY14 and by removing FY14 \$5,615,000 and FY15 \$204,000 Act 44 funds for construction.

4) Spring Garden Over Schuylkill (Bridge) (MPMS 90096), City of Philadelphia, \$8,525,000 total Act 89 funds – Act 89 funds will advance right-of-way (ROW) and construction by adding \$25,000 for FY14 right-of-way (ROW) and \$8,500,000 for FY14 construction.

5) JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets (MPMS 78758), City of Philadelphia, \$500,000 total Act 89 funds – Act 89 funds will add a \$250,000 Act 89 funded Utility phase in FY14 and a \$250,000 Act 89 funded ROW phase in FY14. Construction for this project will be provided for in the FY2015 TIP Update.

Finally, two new breakout projects will be amended to the FY2013-2016 TIP for Pennsylvania, and can be advanced with State and Federal funds that are freed up by the additional Act 89 revenue in FY14 funding previously noted projects. The new breakout projects are listed below.

1) PA 309 Environmental Mitigation (MPMS 98706), Montgomery County, \$650,000 State funds – This is a project break out from three PA 309 projects (MPMS 16477, MPMS 16479, and MPMS 64275). Wetland restoration along the PA 309 corridor in Lower Gwynedd, Upper Dublin, Cheltenham, Springfield, Whitmarsh, Horsham, and Montgomery Townships were not properly restored during the PA 309 projects

construction. As a result, \$650,000 Act 89 funds will be used for construction of wetland restoration.

2) US 202 Over Amtrak (MPMS 95366), Chester County, \$16,000,000 NHPP funds for FY14, FY15, and FY16 construction – This is a project break out from the US 202, Exton Bypass to Route 29 (Section 330-Mainline) (MPMS 64498), which will have construction programmed in FY14 for \$7,086,000 NHPP; in FY15 for \$4,665,000 NHPP; and in FY16 for \$4,249,000 NHPP. The project will involve bridge deck replacement and substructure rehabilitation in West Whiteland Township.

Financial constraint will be maintained as the Act 89 funds are additional to the region, and by making adjustments to other existing TIP projects whose schedules or costs have changed.

Favorable recommendation was received from the Regional Technical Committee.

Leslie Richards, Montgomery County, expressed her enthusiasm for the projects and noted how important they are to Montgomery County. This will allow the county to start so many projects and will help with economic recovery as well.

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

MOTION by Ms. Richards, seconded by Mr. Henry, that the Board approve the following TIP action:

PA13-66, the list of projects and studies selected as part of Pennsylvania Act 89 Additional State Highway and Bridge Revenue for FY14, and amend the FY2013 - 2016 TIP for Pennsylvania by adding new projects and new breakout projects to the PA TIP in FY14, as well as modify the TIP by adding a project phase, increasing project cost, or advancing a project phase for other projects. Further, two new break-out projects totaling \$16,650,000 can be added to the TIP to advance construction in FY14 due to State and Federal funds freed up by the additional Act 89 funds.

Four new projects totaling \$20,000,000 Act 89 funds for construction in FY14 will be amended to the FY2013 - 2016 TIP for Pennsylvania are as follows:

1. Adjacent Box Beam Group J (MPMS 92184), Bucks, Delaware, and Montgomery Counties, \$6,000,000 –

- Tullytown Road (SR 0013) over branch of Martins Creek, in Falls Township, Bucks County

- Chinquapin Road (SR 2025) over Ironworks Creek, in Northampton Township, Bucks County
- Bryn Mawr Avenue (SR 1032) over Ithan Creek, in Radnor Township, Delaware County
- Skippack Pike (SR 0073) over Perkiomen Creek in Perkiomen Township, Montgomery County
- New Second Street (SR 2060) over Tacony Creek in Cheltenham Township, Montgomery County

2. Bridge Rehabilitation Group G (MPMS 89697), Chester County, \$4,000,000 –

- Valley Forge Road (SR 0023) over Pickering Creek in Schuylkill Township
- White Horse Pike (SR 0322) over West Branch Brandywine Creek in Honey Brook Borough
- Fernhill Road (SR 2012) over US 202 in West Goshen Township

3. Culvert Replacement Group K (MPMS 92310), Bucks County, \$5,000,000 –

- Dublin Pike (SR 0313) over Morris Run, in Hilltown Township
- Easton Road (SR 0611) over branch Neshaminy Creek, in Doylestown Township
- Aquetong Road (SR 1003) over branch of Aquetong Creek, in Solebury Township
- Hulmeville Road (SR2027) over Chubb Run, in Langhorne Manor Borough
- Old Lincoln Highway (SR 2037) over branch Neshaminy Creek, in Bensalem Township
- Almshouse Road (SR 2089) over branch Neshaminy Creek, in Warwick Township
- Main Street/Bethlehem Pike (SR 4013) over Wertz Creek, in Sellersville Borough
- Rocky Ridge Road (SR 4045) over Branch Tohickon Creek, in Richland Township
- Richlandtown Pike (SR 4047) over Cooks Creek, in Springfield Township
- State Road (SR 4067) over branch Cooks Creek, in Springfield Township

4. Culvert Replacement Group L (MPMS 92311), Chester, Delaware, and Montgomery Counties, \$5,000,000 –

- Doe Run Road (SR 0082) over branch Sucker Run, in East Fallowfield Township, Chester County
- Creek Road (SR 0282) over branch Brandywine Creek, in East Brandywine Township, Chester County
- Bondsville Road (SR 0340) over branch Beaver Creek, in Caln Township, Chester County
- Whitehorse Road (SR 1003) over branch Pickering Creek, in Schuylkill Township, Chester County
- Clay Creek Road (SR 3011) over Tributary East branch White Clay Creek, in Franklin Township, Chester County
- MacDade Boulevard (SR 2006) over branch Munckinipattus Creek, in Glenolden Borough, Delaware County
- Second Avenue (SR 4015) over branch of Mingo Creek, in Upper Providence Township, Montgomery County

Six new studies in Bucks and Montgomery Counties for Route 611 will be amended to the FY2013-2016 TIP for Pennsylvania using \$300,000 Act 89 funds in FY14 are as follows:

1. Route 611 & County Line Study (MPMS 102138), Bucks County - \$50,000
2. Route 611 & Street Road Study (MPMS 102138), Bucks County- \$50,000
3. Route 611 & Bristol Road Study (MPMS 102138), Bucks County- \$50,000
4. Route 611 & Adaptive Signals Study (MPMS 102138), Bucks County- \$50,000
5. PA Turnpike at Route 611 Study (MPMS 102139), Montgomery County- \$50,000
6. Route 611 Corridor Study (MPMS 102139), Montgomery County- \$50,000

Five existing TIP projects in Bucks, Chester, Montgomery, and Philadelphia Counties will be modified and advanced in the FY2013-2016 TIP for Pennsylvania and total \$79,984,000 Act 89 funds in FY14 are as follows:

1. West Maple Avenue Bridge Over Neshaminy Creek (MPMS 13762), Bucks County, \$8,250,000 total Act 89 funds
2. US 422, Schuylkill River Bridge over Schuylkill River (M2A-Stowe) (MPMS 66986), Chester, and Montgomery Counties, \$51,039,000 total Act 89 funds
3. Holme Avenue Bridges (2) Over Roosevelt Boulevard (MPMS 80055), City of Philadelphia, \$11,670,000 total Act 89 funds
4. Spring Garden over Schuylkill (Bridge) (MPMS 90096), City of Philadelphia, \$8,525,000 total Act 89 funds
5. JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets (MPMS 78758), City of Philadelphia, \$500,000 total Act 89 funds

Two new breakout projects will be amended to the FY2013-2016 TIP for Pennsylvania, and can be advanced with State and Federal funds that are freed up by the additional Act 89 revenue in FY14 funding previously noted projects are as follows:

1. PA 309 Environmental Mitigation (MPMS 98706), Montgomery County, \$650,000 State funds
2. US 202 Over Amtrak (MPMS 95366), Chester County, \$16,000,000 NHPP funds for FY14, FY15, and FY16 construction

2b. PA13-67: All-Weather Pavement Markings Program 2014, (MPMS# 99717), Various Counties

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a new project, All-Weather Pavement Markings Program 2014, (MPMS# 99717), to the TIP in the amount of \$380,000 NHPP funds for construction in FY14. The DVRPC region has been allocated \$380,000 NHPP funds from the Statewide All-Weather Pavement Markings (AWPM) Reserve (MPMS 59781) for FY14. These are additional funds to the region and should be obligated by June 15, 2014.

Funds for the All-Weather Pavement Markings (AWPM) program provide critical, visual guidance to all motorists travelling on Pennsylvania's interstates and freeways. When other pavement markings fail on these roadways, AWPMs provide wet-night reflectivity. The program includes the installation and maintenance of AWPMs on all Interstate highways and other State roadways at locations determined by PennDOT, including Preformed Wet Reflective Striping tape (PWRST), Grooved in Triple Drop durable markings, as well as Recessed Pavement Markings (RPM) (for existing locations only).

Financial constraint will be maintained, as these funds are additional to the region.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Henry, seconded by Ms. Cutler, that the Board approve the following TIP action:

Action PA13-67, PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new project, All-Weather Pavement Markings Program 2014, (MPMS# 99717), to the TIP in the amount of \$380,000 NHPP funds for construction in FY14.

**2c. PA13-68: Statewide Highway Safety Improvement Program (HSIP)
Funding, (Various MPMS#s) Various Counties**

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding four new Highway Safety Improvement Program (HSIP) funded projects to the TIP in the amount of \$5,500,000 HSIP funds for design/build and construction in FY14. The DVRPC region has been allocated \$5,500,000 HSIP funds out of a total of \$30,015,146 from the Statewide HSIP Reserve for FY14.

These are additional funds to the region and must be obligated by June 30, 2014. HSIP funds provide funding for projects or strategies included in the State's strategic highway safety plan that corrects or improves a hazardous road location or features or addresses a highway safety problem.

Funding for this statewide initiative will be provided for:

- 1.) A \$2,600,000 HSIP funded District-wide Intersection Safety Implementation Plan (ISIP) to address the top ranked feasible locations within each of five countermeasure categories. A safety countermeasure is an improvement, which is designed to improve safety and to reduce the frequency or severity of a particular crash trend. Countermeasures have research that back their effectiveness for lowering crash trends. The District will identify a typical set of improvements for each of the countermeasures from which the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. Prioritization will involve a dual approach - working down the provided ISIP lists for each category, as well as focusing on ISIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List (HCL). A GIS map will be utilized to overlay the ISIP/RSIP (Rural Safety Innovation Program)/HCL locations, which will result in the addressing of safety needs on a corridor basis for highest efficiency.
- 2.) A \$300,000 HSIP funded District-wide enhanced "WRONG WAY Entry" signing/pavement marking program for upgrades at 37 District expressway off-ramps with high occurrences of wrong way entries. The District will identify a typical set of improvements for each of the ramps from which the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. These types of incidences usually lead to severe consequences, and this project will address the top ranked fatal and major injury crash locations in District 6-0.
- 3.) A \$750,000 HSIP funded Cable Median Improvement project to close the currently open median on the US 1 limited access highway in southern Chester County. The intent is to systematically eliminate / prevent crossover crashes on US 1 where approximately 22 miles of cable median barrier is being proposed for installation. The

project can be scaled back to address just one of the two proposed locations based on available funding if necessary, as the District priority would be the easternmost portion (referenced as CMB #3 - 12.35 miles - \$1,250,000 estimate) since the AADT is approximately 20,000 or higher.

4.) A \$1,850,000 HSIP funded District-wide Roadway Departure Implementation Plan (RDIP) to address the top ranked feasible locations within each of the eight countermeasure categories. The District will identify a typical set of improvements for each of the countermeasures from which the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. Prioritization will involve a dual approach - working down the provided RDIP lists for each category, as well as focusing on RDIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

Financial constraint will be maintained, as these funds are additional to the region.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour noted that there is also a lot of money in place in New Jersey for highway safety improvements. DVRPC is working with the counties to identify and move those projects forward. Ron Henry, Pennsylvania Governor's Appointee, commented that these projects are so important because they are needed safety measures and will reach a lot of locations.

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

MOTION by Mr. Henry, seconded by Ms. Cutler, that the Board approve the following TIP action:

PA13-68, PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding four new HSIP funded projects to the TIP in the amount of \$5,500,000 HSIP funds for design/build and construction in FY14. HSIP funds are additional to the region, provided by the Statewide SHIP Reserve, and will fund the following projects:

1. Intersection Safety Implementation Program - \$2,600,000 HSIP
2. Wrong Way Entry Program - \$300,000 HSIP
3. US 1 Cable Median Improvement - \$750,000 HSIP
4. Roadway Departure Safety Implementation - \$1,850,000 HSIP

2d. NJ14-17: CR 545 and Old York Road (CR 660), Roundabout, (DB# D1405), Burlington County

Burlington County has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a new \$1,900,000 HSIP funded project, CR 545 and Old York Road (CR 660), Roundabout, (DB# D1405) for construction in FY14. These funds are additional to the region and are provided from New Jersey's Department of Transportation Statewide HSIP funding.

Burlington County is proposing to construct a modern roundabout at the intersection of County Route 545 (Bordentown-Georgetown Road) and County Route 660 (Old York Road) which ranks 27th in the DVRPC New Jersey sub-region and seventh in Burlington County on the new Rutgers high crash locations screening, and has a history of right angle crashes. The proposed roundabout would replace the existing skewed intersection alignment, which is STOP controlled on the Old York Road approaches. The posted speed limit on all approaches to the intersection is 45 miles per hour. The existing roadway geometry promotes higher speeds than are appropriate for the adjacent land use, which is a mix of both suburban and rural. A roundabout is the only alternative, which will reduce vehicle speeds approaching the intersection and reduce conflicts between turning vehicles. A 2001 study by the Insurance Institute for Highway Safety showed that roundabouts reduce crashes by up to 40% and injury crashes by up to 80%. A modern roundabout and new drainage facilities will be constructed at the intersection. This roundabout will serve to calm traffic while maintaining traffic flow, and will eliminate the possibility of intersection crossover crashes.

Financial constraint will be maintained, as these funds are additional to the region.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Ms. Lewis, seconded by Mr. Westergaard, that the Board approve the following TIP action:

NJ14-17, Burlington County's request that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a new \$1,900,000 HSIP funded project, CR 545 and Old York Road (CR 660), Roundabout, (DB# D1405) for construction in FY14.

2e. NJ14-18: Route 45, Mullica Road to Route 322, (DB# D1406), Gloucester County

Gloucester County has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a new \$800,000 STP-STU funded project, Route 45, Mullica Road to Route 322, (DB# D1406) for construction in FY14. Funds will be made

available from \$8,518,000 additional obligation authority provided by NJDOT to DVRPC for FY14 (see TIP Action NJ12-82).

This is a resurfacing and safety improvement project that will consist of mill & paving of North Main Street (Route 45) through the village of Mullica Hill in Harrison Township. Route 45 is one of the highest volume traffic corridors for the County and as such requires a greater frequency for repairs and resurfacing. The roadway is exhibiting major distress with numerous patches and potholes. The project will also rehabilitate in-kind any deteriorated concrete base course. Pavement resurfacing will occur from approximately the Swedesboro Road/Mullica Hill By-Pass (Route US 322/CR 536) intersection (a prior reconstruction project) to the Mill Road intersection (local Route US 322/CR 536) within the Mullica Hill village. Curb ramps will be replaced in kind to meet current ADA standards. Long life traffic stripes and raised pavement markers will also be installed on the new pavement surface. Lastly, two pedestrian warning beacons will be added at the intersection of Woodland Avenue that crosses North Main Street due to the frequency of pedestrian crossing.

The DVRPC region has obligation authority available to advance non-complex construction projects this federal fiscal year before the funds expire. These projects have been screened by a committee, which included city, county, and transit operator representatives as well as FHWA and NJDOT Local Aid for readiness. NJDOT's environmental unit has also reviewed the project applications to make a cursory determination that projects can be advanced quickly. DVRPC refers to this as a "Quick Obligation" project. The source of funds for this project is from reduced estimates for two Gloucester County projects (DB# D1403 and DB# D1404), which essentially provides the region the ability to implement three projects for the price of two.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose costs have changed and by using additional obligation authority made available to DVRPC by NJDOT. The project listed contributes to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were submitted by Leonard Fritz of Gloucester County, questioning whether it would be possible to include speed humps at the two pedestrian crossing locations in order to help keep traffic speed down and to highlight the pedestrian crossings. Additionally Mr. Fritz questioned safety at pedestrian crossings at three particular locations. A response from Gloucester County followed, stating that speed humps are not an appropriate traffic control measure on a major classification of a roadway and are not permitted on County roadways (principal arterial roadway under County control). The County has included within the project scope a pedestrian push

button activated rapid flashing beacon at the pedestrian crossing at Woodland Avenue to address this concern.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Westergaard, seconded by Ms. Lewis, that the Board approve the following TIP action:

NJ14-18, Gloucester County's request that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a new \$800,000 STP-STU funded project, Route 45, Mullica Road to Route 322, (DB# D1406) for construction in FY14.

3. FY 2015 PennDOT Transportation Management Assistance Grant Program Work Programs

Sarah Oaks, Principal Planner, Office of Transportation Safety and Congestion Management, explained 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: Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one, that serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City and partners with the City of Philadelphia. The individual Work Programs as submitted describe the efforts each 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 staff, SEPTA, PennDOT Central Office, PennDOT District 6, and the DVRPC TMA Policy Committee.

The maximum allowable grant is \$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 February. Comments received by the closing date of February 21 were incorporated and the final documents are now ready for approval. DVRPC staff will make TMA work programs available to Interested Board members as requested.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Seymour noted that the TMAs have been great partners and that he is glad to see the projects moving forward.

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

MOTION by Mr. Farrell, seconded by Ms. Cutler, that the Board approve and forward to PennDOT for their approval:

The FY 2015 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).

4. FY 2015 Mobility Alternatives Program Work Programs

Sarah Oaks, Principal Planner, Office of Transportation Safety and Congestion Management, explained 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 Clean Air Council (in Philadelphia), SEPTA, and DVRPC staff. 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 and Emergency Ride Home programs, and participation in outreach for RideECO and the Air Quality Partnership.

MAP is an outreach and education effort to increase employers' and commuters' awareness of and participation in the various TDM techniques available to them. The success of the overall program is monitored by contractors' submission of monthly progress reports, which show results of work toward reducing single-occupant autos. In addition, they will also submit electronic quarterly performance reports so that their efforts can be reported under CMAQ requirements. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual applications.

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 Clean Air Council, working on behalf of the City of Philadelphia, has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes overall program administration, Share-A-Ride operations, Emergency Ride Home administration, and program marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match). Staff has reviewed all applications; each one submitted shows appropriate financial standing as well as acceptable work scopes.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour noted that the TMAs have been great partners on all of the projects.

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

MOTION by Mr. McBlain, seconded by Mr. Farrell, that the Board approve and forward to PennDOT for their approval:

The FY 2015 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 Clean Air Council, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

5. Fiscal Year 2014 Planning Work Program Amendment

Norristown High Speed Line King of Prussia Extension Alternatives Analysis Supplement 1

Chris Puchalsky, Associate Director of Systems Planning, explained that this amendment would allow DVRPC to provide additional technical support to SEPTA for the EIS on the King of Prussia Extension of the Norristown High Speed Line. DVRPC has been providing forecasting and other technical analysis for this project. Further analysis is needed for several alternatives. This includes ridership forecasts of alternatives using DVRPC's TIM 2.0 model and analysis using the FTA STOPS model.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour noted that the Board approved the DVRPC FY15 budget last month and that the budget always anticipates a certain amount of projects such as this that bring additional revenue to the Commission. This project will not impact this fiscal year's budget.

Byron Comati, SEPTA, noted that the funding for this work program amendment is coming from a federal earmark that is meant for this particular type of work. Additionally, this funding is lost if it is not used. Chair James Simpson asked if this is an existing right of way. Mr. Comati responded that there is an existing right of way but that the spur does not have a right of way at all. An alternatives analysis is being reviewed to figure out to which corridor this spur should apply.

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

MOTION by Ms. Holton, seconded by Ms. Cutler, that the Board amend:

The DVRPC FY 2014 Unified Planning Work Program to include the Norristown High Speed Line King of Prussia Extension Alternatives Analysis – Supplement 1.

6. Adoption of Disclosure of Public Records Policy

Andrew Bockis, DVRPC Pennsylvania Co-Counsel and Associate at Saul Ewing, LLP., explained that DVRPC's Disclosure of Public Records Policy was last updated in January 2011. Between 2010 and 2012, the Commission received a large number of requests for the disclosure of records. This resulted in the need for a concise policy that outlined the procedure to be used for these requests, as well as an appeals process that not only provided for DVRPC Board review of the appeal but also recommended referral to either the Pennsylvania Open Records Office or the New Jersey Government Records Council. Since that time, the climate for public disclosure has changed greatly, both in the legal and public arenas.

In October 2011, a petition was filed in Commonwealth Court appealing a decision by the Pennsylvania Office of Open Records regarding DVRPC. This petition resulted in a court finding in the fall of 2012 that DVRPC is not subject to the Right to Know Law. As part of a separate review of a different action, the New Jersey Government Records Council declared in June 2013 that the Commission is not subject to the Open Public Records Act because of its bi-state nature. A third action came in July 2013 from the Pennsylvania Supreme Court; that decision turned down an appeal of the Commonwealth Court decision, thus rendering their finding as valid.

Mr. Bockis noted that because of this series of decisions, it is time to revisit and redraft our Disclosure of Public Records Policy. While asserting our intention to be transparent and cooperative, the policy defines which records are available for public review and which are not. It clarifies the process for filing a request as well as how to submit an appeal.

Favorable recommendation was received from the Public Participation Task Force and DVRPC staff.

Public comments were received from Paul Nussbaum of Philadelphia, regarding the proposed public records policy. He offered several suggestions, including a narrower definition of the exemption for the “pre-decisional deliberations,” giving requesters more latitude in the form by which they can request information, and providing an avenue of appeal beyond the DVRPC’s own Executive Committee.

DVRPC responded that since the initial draft policy proposed in September, there have been several changes. DVRPC has a long history of serving the public in a transparent and cooperative manner but there are areas where DVRPC is exempt from disclosure. Actions proposed for the Commission are posted publicly ten days before the Commission meeting; prior to that they remain pre-decisional. DVRPC has also clarified the difference between pre-decisional deliberations and purely factual materials, as suggested. Additionally the request form has been included with the policy. Having requesters complete this form provides the Commission with a written record of what the requester is seeking and eliminates any misunderstanding of the records that are being sought. As noted in the policy, DVRPC can assist as needed in completing that form. Because DVRPC is not subject to Pennsylvania’s Right to Know Law nor New Jersey’s Open Public Records Act, there is not another avenue for appeal. The Commission cannot declare itself subject to state and federal laws to which we are not subject. As such, the Executive Committee is the appropriate forum for appeals.

Executive Director Barry Seymour also noted that DVRPC did examine the appeals process at other bi-state organizations and their process is no different and offered no other avenue for appeals. Ron Henry, Pennsylvania Governor’s Appointee, questioned that since DVRPC is not under the jurisdiction of state or federal law, does the Commission have enough authority to deal with abusive or outlandish requests. Mr. Bockis responded that yes, DVRPC can exercise its discretion in those situations. Chair Jim Simpson, NJDOT, asked about the costs associated with requesting information. Mr. Bockis responded that there is a cost to requestors but DVRPC waives the cost when it is under \$10.00; any costs over that amount must be paid by the requestor. The cost is based on production but labor cannot be charged back. Chair James Simpson asked why DVRPC could not just comply at the federal level under the Freedom of Information Act (FOIA) since so much of the Commission’s funding is federal. Mr. Bockis responded that FOIA applies to agencies and in DVRPC’s case; it has not been defined as an agency and therefore does not fall under its jurisdiction. Mr. Seymour noted that DVRPC did look very closely at FOIA when reviewing its public disclosure policy.

Terence Farrell, Chester County, asked if DVRPC will charge \$.10 per page for requests. Mr. Bockis responded that the \$.10 per page determination is a New Jersey fee and that DVRPC's internal cost structure is based upon the Pennsylvania structure of \$.25 per page.

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

MOTION by Mr. Henry, seconded by Ms. Cutler, that the Board approve:

The updated Disclosure of Public Records Policy, which will then be placed on the DVRPC website and in the Commission's Public Participation Plan.

DISCUSSION ITEMS

7. One Minute Reports

Barbara Holcomb, DRPA, reported that a week ago a new CEO, John Hanson, was appointed to a three-year term.

Phil Spinelli, PATCO, reported that a new Assistant General Manager, Bennett Cornelius, was hired and will likely be attending some of DVRPC's Board meetings.

Lou Millan, NJ Transit, reported that NJ Transit has a new Executive Director, Ronnie Hakim, who was appointed at the beginning of March.

Byron Comati, SEPTA, reported that the Fiscal Year 2015 Capital Budget Presentation and hearing would take place on April 28. He noted that there could be a potential work stoppage sometime between April 1 and April 7. Mr. Comati reported that media speculation and reports that suggest that all unions will shut down all types of services that SEPTA provides do not do anyone any good.

Calvin Edghill, FHWA, NJ, noted that the Statewide Metropolitan Transportation Planning and Performance Measure Goals and the National Goals for Performance Management Safety are going to be published by the end of April and there is a 90-day comment period. He also noted that certification of MPOs in New Jersey are due this year.

Tony Cho, FTA, reported that the FTA is also working with WILMAPCO, which will require certification. The entire TMA must be certified and not just the MPO. The schedule for certification review of DVRPC will thus need to be coordinated with both New Jersey and Delaware.

Ron Henry, Pennsylvania Governor's Appointee, reported that as the Vice Chairman of the Board of Governor's State System of Higher Education, he had an opportunity to bring the new Chancellor and leadership of the Board to SEPTA to talk about workforce development. He noted that it is important that the workforce reflect the needs of tomorrow, not only the needs of today. He encouraged Board members to let him know about their ideas for building the transportation workforce in the region.

James Simpson, NJDOT, reported that there is a new Executive Director at NJ Transit, Ronnie Hakim, who came from the New York MTA. She is an ethics lawyer by trade and has twenty-five years of experience in the operating and capital side at the New York MTA. They are looking for a new head of rail and bus as well. Additionally, the Deputy Commissioner, Joe Mrozek, has moved over and is running the Turnpike Authority and Joe Bertoni has taken over as Deputy Commissioner of Transportation.

John McBlain, Delaware County, reported that the county has launched Operation PAT (Pothole Assistance for Taxpayers) in which the county has taken liquid fuel allocation from the state and dedicated it to providing grants to the 49 municipalities for roadway improvements, especially pothole repairs.

Terence Farrell, Chester County, reported that this past week Chester County launched a new mobile application (ChescoCONNECT). It allows users to provide comments and among its capabilities, includes the abilities to check county restaurants for health code violations.

William Payne, City of Chester, reported that the city recently completed its Comprehensive Plan, which included climate adaptation considerations with the help of Chris Linn.

Presentations

8. Resilience in the Face of Climate Change

Rob Graff, DVRPC Manager, Office of Energy and Climate Change Initiatives, provided a brief introduction to the impacts of climate change. Erik Johanson, SEPTA, presented an FTA-funded project addressing the impacts of extreme weather and adaptation responses on the Norristown Line of SEPTA's Regional Rail System, and Chris Linn, DVRPC Manager, Office of Environmental Planning, presented on a FHWA-funded project to assess the vulnerability to climate change for two regional transportation corridors in New Jersey.

Tony Cho, FTA, commented that in addition to the additional funding for the Sandy Resiliency Fund, the FTA has been working to limit the bureaucratic hurdles to get

to funding and to get to pre-award authority. There needs to be a larger discussion not only at the federal levels but also at the state and local levels about how to get funding quickly to the DOTs or transit agencies when they need it. We need to be able to make funds more accessible so that they can respond to climate change. Calvin Edghill, FHWA NJ, noted that prior to 2010 FEMA had the ability to assist in recovery and was called The National Response Plan. In 2010, this changed and something called The Framework came out and this put the responsibility and burden on the state and it added resiliency. After the funding, it will be necessary to mainstream planning mitigation. Executive Director Barry Seymour commented that climate adaptation planning work is very important and will continue to be a part of DVRPC's work going forward.

8. Executive Director's Report

a. Transportation Alternatives Program

Mr. Seymour reported that the TAP program has been released in Pennsylvania and New Jersey. Regionally there is a focus on investment in trails, bicycle, and pedestrian improvements, and stormwater projects. The project proposals for Pennsylvania are due April 4 and New Jersey applications are due May 15. DVRPC will be working with Board members and with both states to review and prioritize applications that come in.

b. TCDI call for proposals

Mr. Seymour called the Board's attention to the fact that the TCDI initiative has been launched. These are for planning grants for municipalities, groups of municipalities, or counties. The maximum award is \$100,000 per municipality and \$175,000 for multiple municipalities. There is \$1.2 million available on the Pennsylvania side and \$1 million available on the New Jersey side. Applications are due no later than May 30. There is a small change to the program this year and all municipalities are now able to apply. DVRPC held a mandatory pre-application meeting on March 18 at DVRPC to review the administrative and contract requirements and the meeting was very well attended. This information will be going to all the municipalities, cities, and counties in the region. Through a committee, proposals will be reviewed and the Board will see the list of those recommended projects in the fall.

c. New Jersey Job Access and Reverse Commute Program

Mr. Seymour noted that NJ TRANSIT is now accepting applications from organizations that wish to apply for operating assistance under the NJ-JARC program (SFY15 & SFY16). Eligible applicants for NJ-JARC include private non-profit organizations, state and local government agencies, and operators of public transportation services, including private operators of public transportation services. The goal of the NJ-Job Access and Reverse Commute program (NJ-JARC) is to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. In order to be selected, your organization must be an active participant in the local human services transportation coordination planning process. NJ-JARC is only for operating funds for transportation services and requires 50% local match. Information on the application process and other requirements are contained in the application. Both the NJ-JARC application and program guidelines are available on-line from the New Jersey Community Transportation Training Program United We ride website. Completed applications are due no later than March 28, 2014.

d. Investing in People and Places Forums

Mr. Seymour called the Board's attention to DVRPC's "Investing in People and Places" events that discuss the region's priorities for economic development, public investment, job creation, and talent retention and attraction. Two events took place already; March 14 at DVRPC and March 20 at Montgomery County Community College. The third will be taking place on April 11 at the Camden County Boathouse. Mr. Seymour encouraged all Board members to attend the April 11 event.

e. Planning and Public Health Forum

Mr. Seymour reported that DVRPC and the Health Promotion Council (HPC) is joining together for this symposium that will connect professionals from the fields of public health and planning to foster a better understanding among practitioners. Participants will learn about data sources, useful tools to better serve our communities, and successful collaborations. Participants will leave with new ideas and opportunities for partnerships. The event takes place on April 2 at DVRPC. Mr. Seymour encouraged Board members to attend.

f. DVRPC and Social Media

Mr. Seymour noted that DVRPC has launched a Facebook page and asked Board members to "like" DVRPC on Facebook. Additionally he mentioned that

DVRPC is also on LinkedIn and Twitter and asked Board members to connect with the Commission.

g. Performance Measures

FHWA released proposed safety measures and DVRPC is working with the states to coordinate comments. There are issues such as the TIP update, Long-Range Plan update, performance measures, and economic development work, which will need to be examined. Mr. Seymour stated that he would like to hold a Board Policy Committee meeting to discuss these issues on the morning of May 5.

h. PA Multimodal Transportation Fund

Mr. Seymour explained that Act 89 included funding for a Multimodal Transportation Fund. This is a set-aside for projects and this was just released last week. It will be managed through DCED and the Commonwealth Financing Authority. This allocates up to \$3 million per project and cities, counties, local governments, businesses, and transit operators are all eligible to apply. The application deadline is June 20. DVRPC is trying to find out more about this process. The guidelines are online at the DCED and the Commonwealth Financing Authority but Lisa Worden, DCED, stated that she would get back to the Board with more information on this. James Ritzman, PennDOT, explained that this program would be continuing every year and ramps up every year, starting at \$30 million the first year and going up to approximately \$144 million after five years. Part of that is dedicated for individual modes. For example, there is \$2 million allocation for bicycle and pedestrian modes, and other set-asides for rail, freight, and ports. There is a separate part that has a PennDOT jurisdiction and the guidelines will be out shortly for that. Mr. Seymour commented that with the call under TAP and TCDI DVRPC wants to be sure that with the Multimodal Fund, projects are cross-reviewed and coordinated and integrated.

9. Committee Reports

The following committee reports were distributed to the Board for review:

(1) Regional Technical Committee (2) Central Jersey Transportation Forum (3) Public Participation Task Force (4) Information Resources Exchange Group (5) Regional Safety Task Force (6) Transportation Operations Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

There being no further business, the meeting was adjourned at 11:41 a.m. on a **MOTION** by Mr. Henry, seconded by Mr. Farrell.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary