

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of December 1, 2011

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

Membership Present

New Jersey Department of Community Affairs  
New Jersey Department of Transportation  
Pennsylvania Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office  
Bucks County

Chester County

Delaware County  
Montgomery County

Burlington County  
Camden County

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

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division  
U.S. Department of Housing and Urban  
Development, Region III  
U.S. Environmental Protection Agency, Region II

Representative

Joyce Paul  
David Kuhn  
James Mosca  
David Reiner  
(not represented)  
Bryan Kendro  
Diane Ellis-Marseglia  
Lynn Bush  
Terence Farrell  
Ronald Bailey  
John Pickett  
Joseph Hoeffel  
Kenneth Klothen  
Carol Thomas  
Louis Cappelli, Jr. Esq.  
Andrew Levecchia  
Richard Westergaard  
(not represented)  
(not represented)  
Rina Cutler  
(not represented)  
Hoggarth Stephen

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	Louis Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	John Kennedy
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
New Jersey Office for Planning Advocacy	Katherine Meade

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Thomas Jennings
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Tom McGovern, Charles Dougherty, John Ward, Elizabeth Schoonmaker, Chris Puchalsky, Stanley Platt, Karen Cilurso, John Griffies, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Cross County Connection TMA	William Ragozine
Citizens	Jim Richardson
	Aissia Richardson
	Jerry Lutin
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Pennsylvania Transit Expansion Coalition	John Frey
RBA/Brown & Keenev	Lisette Miquel
Spino & Newcomb LLC	Jonathan Newcomb

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

Chair Louis Cappelli called the meeting to order at 10:04 a.m.

**Public Comments on Non-Agenda Items**

Sue Herman, President, Residents for Regional Traffic Solutions, Inc. an organization representing more than 9,000 residents living in Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships, expressed concern that the DVRPC has disbanded the Regional Citizens Committee (RCC) as it was known for the

past 12 years. Ms. Herman also commented that, she feels, the Task Force which will replace the RCC will not provide an equivalent opportunity for objective public input and meaningful discourse between the public and the DVRPC staff and asks DVRPC to find a way to restore the previous RCC format.

John Frey, Pennsylvania Transit Expansion Coalition, also spoke in disapproval of the discontinuance of the RCC as it was in the past. The signed Memorandum of Understanding (MOU) between DVRPC and the Federal Highway Administration states that public input on minor TIP amendments will be accomplished using the RCC and public participation is mandated by the federal government. Mr. Frey feels that without the RCC, DVRPC has no approved method of involving the public on minor amendments. Consequently, Mr. Frey urged the Board to delay from voting on all but emergency TIP amendments until a new public participation plan is in place.

Barry Seymour, DVRPC Executive Director, stated that a process is in place on-line for each TIP amendment on the December 1, 2011 Board Agenda. Also, there is no federal requirement that a public comment process is needed for minor TIP amendments. The federal requirement is for a public process for adopting the TIP as a whole. DVRPC has chosen to establish a process to allow the public to comment on minor amendments and the process will continue on-line each month.

Ms. Herman stated that some of the public do not have technology skills to comment on-line.

Mr. Seymour responded that the Board materials are now much more available to all citizens and copies of the Board materials are provided to local libraries. The public is also invited to come to the Board meetings to comment.

**1. Minutes of Meeting of October 27, 2011**

On a Motion by Ms. Thomas, seconded by Mr. Kuhn the minutes of October 27, 2011 were approved as distributed.

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

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented to the Board the following TIP Action:

**a. PA11-48: I-95, Pennsylvania Turnpike Interchange (TPD) (MPMS #13347), Bucks County**

PennDOT has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by adding a \$15,000,000 ROW phase to the I-95, PA Turnpike Interchange (TPK) project (MPMS# 13347): \$11,657,000 FAI in FY13; and

\$3,343,000 FAI in FY14. These are additional funds to the DVRPC region and are being drawn down from the Statewide Turnpike Line Item (MPMS# 90302). The FAI funds are special federal interstate completion funds made available for this project and will be used to reimburse the Pennsylvania Turnpike Commission for costs already incurred.

This interstate completion project will connect I-95 and I-276 in Pennsylvania and facilitate a revised routing of I-95 in PA and NJ. Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange and replacement of the existing River Bridge toll plaza with an all-electronic, on road toll (ORT) facility, as well as removal of the existing US13 interchange toll facility. Additionally, I-95 widening between the PA 413 interchange and I-276 and Turnpike widening between I-95 and the US 13 Interchange is required to accommodate design year traffic movements. I-95 completion and I-95 / I-195 re-designation in PA and NJ will occur at the completion of the aforementioned work. A future Stage 2 will include construction of the ramps without the I-95 designation and the widening and reconstruction of the Turnpike and I-95. A future Stage 3 will include a new bridge over the Delaware River. The total cost of the phase I is estimated at \$424 Million.

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

The TIP's current conformity finding will not be impacted by this amendment since this project is included in the current conformity analysis and this amendment will not change the timing or scope of the project implementation.

Favorable recommendation was received from the Planning Coordinating Committee/Regional transportation Committee (PCC/RTC) to approve TIP Action PA11-48.

Public comments were received for TIP Action PA11-48 and are attached as part of these minutes.

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

**MOTION** by Commissioner Ellis-Marseglia, seconded by Commissioner Hoeffel, that the Board approve TIP action PA11-48, PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by adding a \$15,000,000 ROW phase to the I-95, PA Turnpike Interchange (TPK) project (MPMS# 13347): \$11,657,000 FAI in FY13; and \$3,343,000 FAI in FY14. These are additional funds to the DVRPC region and are being drawn down from the Statewide Turnpike Line Item (MPMS# 90302).

**b. PA11-49: Transit and Regional Rail Station Program (MPMS #77183), SEPTA**

SEPTA has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 Construction phase of the Transit and Regional Rail (MPMS# 77183) by \$6,250,000 (FY12 \$5,000,000 5309-C/\$1,210,000 1514 B/\$40,000 Local). SEPTA was awarded federal funding, in the amount of \$5,000,000 for the 33<sup>rd</sup> and Dauphin Bus Facility (MPMS# 77183) from the FTA Section 5309 Bus and Bus Facilities Livability Initiative. These are additional funds to the DVRPC Region.

The 33<sup>rd</sup> and Dauphin Bus Facility project is the historic rehabilitation of a bus facility. At this time, all funding is in place for this project. The total estimated project cost is \$6.5 million. There was an additional \$250,000 (off-TIP) in state funding used to advance the design.

Financial constraint will be maintained as these are additional funds to the DVRPC region and the TIP's current conformity finding will not be impacted by this amendment since this project is exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC to approve TIP Action PA11-49.

Public comments were received for TIP Action PA11-49 and are attached as part of these minutes.

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

**MOTION** by Ms. Cutler, seconded by Commissioner Hoeffel, that the Board approve TIP action PA11-49, SEPTA's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 Construction phase \$6,250,000 (\$5,000,000 5309-C/\$1,210,000 1514-Bond/\$40,000 Local) of the Transit and Regional Rail Station program (MPMS# 77183). Further, edit the project description to include the 33<sup>rd</sup> and Dauphin Bus Facility.

**c. PA11-50: SEPTA Bus Purchase Program – 60" (MPMS #90512), SEPTA**

SEPTA has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 construction phase of the SEPTA Bus Purchase Program – 60' (MPMS# 90512) by \$18,750,000 (FY12 \$15,000,000 5309-C/\$3,629,000 1514 B/\$121,000 Local). SEPTA was awarded federal funding, in the amount of \$15,000,000 for the 60' Bus Procurement project (MPMS# 90512) under the Federal Transit Administration (FTA) Section 5309 Bus and Bus Facilities State of Good Repair Initiative. The \$15 million in discretionary funding will be used to supplement the cost of the upcoming bus procurement.

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. The funding in this MPMS is for the upcoming procurement (MPMS #60286 contains previous procurement) of hybrid buses to replace the current fleet of diesel buses.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

Financial constraint will be maintained as these are additional funds to the DVRPC region and the TIP's current conformity finding will not be impacted by this amendment since this project is exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA11-50.

Public comments were received for TIP Action PA11-50 and are attached as part of these minutes.

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

**MOTION** by Mr. Pickett, seconded by Ms. Cutler, that the Board approve TIP action PA11-50, SEPTA's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 Construction phase of the SEPTA Bus Purchase Program – 60' (MPMS# 90512) by \$18,750,000 (FY12 \$15,000,000 5309-C/\$3,629,000 1514 B/\$121,000 Local.

d. **NJ12-01: Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) (DB #97029), Gloucester County**

NJDOT has requested that DVRPC modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase (\$350,000 STP) and FY12 ROW phase (\$100,000 STP) for the Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) project (DB# 97049), and shifting the FY12 Construction phase to FY13. These phases had slipped in FY11 and thus are being added to FY12 because they were not obligated in FY11. The FY12 Construction phase is being shifted to FY13 because that is when it was scheduled to be delivered.

This project will provide for resurfacing of the roadway as well as corner cutbacks, shoulder improvement and conversion of the existing flasher to a full traffic signal and the intersection of Route 77 and Swedesboro-Hardingville Road. This project will be bicycle/pedestrian compatible.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this amendment as project is not regionally significant in the regional Air Quality Analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action NJ12-01.

Public comments were received for TIP Action NJ12-01 and are attached as part of these minutes.

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

**MOTION** by Mr. Kuhn, seconded by Mr. Westergaard, that the Board approve TIP action NJ12-01, NJDOT's request to modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase (\$350,000 STP) and FY12 ROW phase (\$100,000 STP) for the Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) project (DB# 97049), and shifting the FY12 Construction phase to FY13.

e. **NJ12-02: Route 130, Crystal Lake Dam (DB #02309), Burlington County**

NJDOT has requested that DVRPC modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase to the Route 130, Crystal Lake Dam project using \$1,270,000 NHS funds. The Design phase was not obligated in FY11 due to a higher than expected cost. The Design phase cost is much higher than expected due to the fact that Preliminary Design and Final Design tasks have been combined in the new process for the New Jersey project delivery pipeline.

Crystal Lake Dam carries US Route 130 over Springhill Brook in Bordentown Township, Burlington County and is owned by NJDOT. It is classified as a "Significantly Hazard" dam by the New Jersey Department of Environmental Protection Bureau of Dam Safety & Flood Control. The dam does not conform to current NJ Dam Safety Standards. The purpose of the project is to bring it into conformance with those standards, and includes providing overtopping protection for a 100-year storm event, improvement to the spillway, construction of a new sluice gate and access, slope stabilization and regrading, clearing of vegetation on the embankment and re-vegetation compatible with the site to provide slope stabilization, construction of a new inlet, new guiderail and minor repairs to the existing culvert.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this amendment as project is not regionally significant in the regional Air Quality Analysis.

Favorable recommendation from the PCC/RTC that the Board approve TIP Action NJ12-02.

Public comments were received for TIP Action NJ12-02 and are attached as part of these minutes.

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



**MOTION** by Ms. Thomas, seconded by Mr. Kuhn, that Board approve TIP Action NJ12-02, NJDOT's request to modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase to the Route 130, Crystal Lake Dam project using \$1,270,000 NHS funds.

**3. DVRPC Fiscal Year 2012 Planning Work Program Amendment: I-95/476 Interchange Improvement Feasibility Study Phase 2**

Stanley Platt, DVRPC Manager, Office of Transportation Operations Management, explained to the Board that since the completion of I-476 in the early 1990's, the I-95/I-476 interchange has experienced chronic congestion. Southbound I-476 and both approaches of I-95 experience peak period congestion due to lane drops. The congestion issue was never addressed because of the assumption that any significant congestion mitigation would require a costly reconstruction of the interchange.

Delaware County requested Pennsylvania Local Scoping monies, a line item on the DVRPC TIP, to conduct a study of the interchange and its immediate vicinity. After discussion with Delaware County Planning Department, the project was refocused to identify low cost operational improvements. Due to the uncertainty of whether any cost effective projects would come out of the study, the study was designed as a high level feasibility analysis to reach a consensus on the problems and potential improvements. Detailed examination of the improvements and their benefits would wait for a follow-up study. DVRPC prepared an RFP, the consultant selection committee selected RK&K, DVRPC negotiated the final price, and a notice to proceed was issued effective January 31, 2011.

RK&K identified a number of inter-related safety, roadway design, and capacity bottleneck issues. Thirteen preliminary improvements were identified. Three improvement packages emerged:

- Provide two-lane on-ramp from southbound I-476 to southbound I-95; continue the additional southbound lane to the I-95 Chestnut Street exit ramp.
- Provide two-lane exit from northbound I-95 to northbound I-476; reconfigure merge of I-95 ramps to I-476.
- Implement peak period shoulder use on northbound I-476.

The first two recommendations will require minor widening and/or reconfiguring of existing lanes, within the existing right-of-way. I-476 peak period shoulder use in both directions is more costly, but it would address a regional congestion problem and is less costly than widening I-476. Phase 2 will evaluate the three packages in

more detail, develop typical layout/plans, and develop costs for the TIP. A VISSIM analysis will evaluate the benefits of the improvements more quantitatively. Project information will be inputted into PennDOT Level 2 Transportation Proposal Identification Screening.

Discussion ensued, and Rina Cutler, City of Philadelphia, would like DVRPC to supply more data/analysis on accident control. If no shoulder is available it seems there would be more congestion if accidents or a broken down car were not able to be moved to the shoulder.

Commissioner Ellis-Marseglia, Bucks County, questioned the need for Phase II of the project.

Mr. Platt responded that it was agreed if Phase I was successful, Phase II would move forward.

Commissioner Ellis-Marseglia was also concerned about the length of time it would take for the completion of the study and possibly needing additional funding for another study.

Charles Dougherty, DVRPC Director, Technical Services Division, commented that the project was funded under the Pennsylvania regional local scoping program. Five counties in Pennsylvania were all given the opportunity to submit projects. Delaware County submitted this project and was supported by the other Counties.

Lynn Bush, Bucks County added that there is a congestion problem at the project intersection and the scope of work seems to focus only on the hard shoulder.

Mr. Seymour responded that the shoulder is only a piece of the study. There are intersection improvements, restriping, lane changes, etc. The scope of work will be revised to reflect the improvements.

Rina Cutler, City of Philadelphia, questioned if it is possible to put buses on these shoulders instead of cars.

Mr. Platt responded that bus routes were examined along the I-476 corridor and, at the time of the study, it showed this would not be effective.

Ms. Cutler stated that if we use the shoulders for priority bus lanes, particularly in the peak hours, it may be a better use of the funds. This option should be examined again.

Mr. Seymour commented that bus lanes or high occupancy lanes are options to explore.

Ms. Cutler also asked if the bus option was being considered for the I-95 corridor.

Mr. Platt responded that this was discussed at the I-95 Task Force meeting on November 28, 2011 and it was determined that not enough right-of-way, at present, is available.

The PCC/RTC recommends that the Board approves with two conditions; first, DVRPC will investigate safety and operational issues associated with peak period shoulder use. Second, the consultant will determine if a noise analysis is required, and what its impact might be.

Public comments were received for TIP Action NJ12-02 and are attached as part of these minutes.

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

**MOTION** by Mr. Pickett, seconded by Commissioner Hoeffel, that the Board amend the DVRPC FY 2012 Planning Work Program to include the *I-95/I-476 Interchange Improvement Feasibility Study Phase 2*.

Commissioner Ellis-Marseglia, Bucks County **opposed** the motion.

#### **4. Approval of the 2012 Transportation and Community Development Initiatives (TCDI) Program – Round 8/9**

Karen Cilurso, DVRPC Senior Planner, Office of Smart Growth, explained to the Board that the Transportation and Community Development Initiative (TCDI) was created by the Delaware Valley Regional Planning Commission (DVRPC) in 2002 to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state, and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind.

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization. The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$150,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. To date, over 130 planning projects have been funded in all nine counties to support local revitalization efforts. A

significant number of those projects have since leveraged additional public or private investment to implement the recommendations of those plans.

For FY2012, 41 new project applications were received for Pennsylvania TCDI funding. The funding requests totaled \$2.47 million. The Pennsylvania TCDI Review Committee representing the DVRPC counties, state agencies, non-profit organizations, and academic representatives reviewed the projects and selected funding priorities for the FY 2012 round. The list of recommended projects was distributed to the Board.

Funding for Round 8/9 (FY 2012) program funding includes: \$1.2 million FY 2011 federal highway funds with \$300,000 local match from the Pennsylvania TIP for projects; \$80,000 annually from the Pennsylvania Transportation and Land Use Planning Initiative for program administration.

Favorable recommendation was recommended by the PCC/RTC to approve the Pennsylvania TCDI projects.

Public comments were received for this action item and are attached as part of these minutes.

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

**MOTION** by Ms. Cutler, seconded by Mr. Mosca, that the Board approve the list of recommended FY 2012 Pennsylvania TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

**5. Approval to Release the DVRPC Draft Fiscal year 2013 Planning Work Program for Review and Comment**

John Griffies, DVRPC Contract Manager, explained to the Board that authorization is needed to distribute for review and comment the Draft Fiscal Year 2013 Planning Work Program (distributed to the Board) consisting of : (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

Favorable recommendation was given by the Board Work Program Committee to release the Draft Fiscal Year 2013 Planning Work Program.

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

**MOTION** by Mr. Mosca, seconded by Commissioner Hoeffel, that the Board authorize distribution of the DVRPC Draft Fiscal Year 2013 Planning Work Program for review and comment.

**6. Regional Integrated Multi-modal Information Sharing (RIMIS) Deployment Update**

John Ward, DVRPC Associate Director, Planning Division, Intermodal Planning Unit, presented an update of the RIMIS system. RIMIS is a widely used information sharing system for travel information. Many stakeholders own or operate and manage a system which consists of information on congestion, where incidents are located, emergency response calls, special events, etc.

In developing RIMIS, DVRPC coordinated with many other organizations. New Jersey Department of Transportation took the lead and developed a Statewide Information for Travelers (SWIFT) system which covers all the state highways, the turnpike, Parkway, and Atlantic City Expressway. The Pennsylvania Department of Transportation's system, Road Closure Reporting System (RCRS), was flexible and DVRPC was able to build an interface to their data and the RIMIS system was populated with statewide Pennsylvania data.

Mr. Ward than showed an example of the RIMIS Operations Database, the Situational Map, and the Video Wall and explained the many different ways the counties use and share this information.

**7. One Minute Reports**

Byron Comati, SEPTA, reported that the Philadelphia District Attorney's Office launched a fraud campaign designed to catch those who engage in fraudulent accusations (slips and falls), especially on public vehicles. SEPTA's pay outs for these cases are enormous. Last year alone was over \$40 million. Anti fraud equipment is now in SEPTA stations and on SEPTA vehicles.

SEPTA received a very distinguished international honor; the 2011 Brunell Award, for the Fort Washington, Ambler, and North Wales Regional Rail Stations.

SEPTA is moving forward on the new payment technologies. A \$130 million contract has been awarded to ACS Transport Solutions Group for equipment and services for installation of a modernized fare system.

The SEPTA Croydon Regional Rail Station in Lower Bucks County is now opened after a \$19 million rebuild.

SEPTA's FY 2013 Capital Budget public meeting is scheduled for January 11, 2012.

Sandra Brillhart, Federal Highway Administration, New Jersey Division, commented that her office has been working with Rutgers University to develop and provide training for local public agencies on federal requirements that apply to projects from planning to construction.

Terance Farrell, Chester County Commissioner, reported that the Chester County Commissioners approved the Atglen Train Station Study Consultant Contract for preliminary design and determine the elements included in the project.

Joseph Hoeffel, Montgomery County Commissioner, reported that Montgomery County, City of Philadelphia, and DVRPC joined together to announce the construction of a trail over the Manayunk Bridge over the Schuylkill.

Carol Thomas, Burlington County, reported that Leah Arter, Burlington County member of the DVRPC Board has been elected Burlington County Freeholder.

Freeholder Cappelli, Camden County, reported that the Baird Boulevard Bridge over the Admiral Wilson Boulevard has sustained enough flood damage over the years and must be replaced. This emergency project will be in excess of \$10 million.

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

### **a. Breaking Ground Conference**

Mr. Seymour reported the success of the Breaking Ground Conference on November 1, 2011.

### **b. Public Outreach Program**

Mr. Seymour asked Candace Snyder, DVRPC Director, Communications and Public Affairs, to update the Board on the progress of the public outreach program.

Ms. Snyder pointed out the memorandum (distributed to the Board) with reference to the public participation task force and public outreach schedule: November 2011-June 2012. The Public Participation Task Force will replace the Regional Citizens Committee.

Ms. Snyder reported that two public participation events, a regional listening session, and a regional student forum were held since the September Board Meeting. A letter has been issued to the RCC informing the members that the committee has been disbanded. The November 22, 2011 memorandum explains how DVRPC will continue moving forward and how DVRPC will integrate this new Task Force with ongoing public participation activities.

County officials will be notified that a Task Force appointment should be made from each of the nine counties. DVRPC will also be submitting applications for a Citizens-at-large process to balance the Task Force.

A new DVRPC Public Participation Plan will be developed and will be brought before the Board for adoption at the regular March Board meeting.

d. Smart Growth Alliance Event

Mr. Seymour reported that on January 27, 2012, the Smart Growth Alliance will hold an event to explore a series of projects now in progress and how to get them off-the-ground.

e. Federal Transportation Bill

Mr. Seymour reported that action on the Federal Transportation Bill will be deferred until sometime in 2012.

f. Electronic Distribution of Board Materials

An email notice was sent to all board members and alternates stating that in January all information for the Board and Executive meetings will be sent by email 10 days before the meeting. If a hard copy is still needed, please contact Jean McKinney at ([jmckinney@dvrpc.org](mailto:jmckinney@dvrpc.org)). Also, the "DVRPC In The News" booklets will no longer be distributed at the Board meeting. This information can be obtained daily by email. If anyone would like to receive these articles, please contact Elise Turner ([eturner@dvrpc.org](mailto:eturner@dvrpc.org)).

Additionally, Mr. Seymour reported that the South Street Bridge was voted number one by Roads and Bridges Magazine. Also, as part of the *DVRPC Regional Trail Program*, a "Name The Trail" contest will be conducted. The William Penn Foundation will be offering a cash (\$250) award. Details can be obtained on the DVRPC website [www.dvrpc.org](http://www.dvrpc.org)

Lastly, Mr. Seymour announced that Sam Katz, Philadelphia Civic Leader will be at the meeting at lunch to discuss *USA250*, a recently formed not-for-profit corporation created to plan, promote, advocate and coordinate the celebration of

the 250<sup>th</sup> Anniversary of the signing of the Declaration of Independence and the founding of our Nation.

## **9. Committee Reports**

Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) Committee Highlights were distributed to the Board for their review.

### **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 for December 1, 2011
- (2) Public Comments for Board Meeting of December 1, 2011

### **Additional Documents Distributed to the Board:**

- (1) Alert, December 2011

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.



**PLANNING COORDINATING COMMITTEE/  
REGIONAL TRANSPORTATION COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR  
DECEMBER 1, 2011**

**BOARD  
AGENDA ITEM**

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

**a. PA11-48: I-95, PA Turnpike Interchange (TPK) (MPMS# 13347), Bucks County**

The PCC/RTC recommends:

That the Board approve TIP action PA11-48, PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by adding a \$15,000,000 ROW phase to the I-95, PA Turnpike Interchange (TPK) project (MPMS# 13347): \$11,657,000 FAI in FY13; and \$3,343,000 FAI in FY14. These are additional funds to the DVRPC region and are being drawn down from the Statewide Turnpike Line Item (MPMS# 90302).

**b. PA11-49: Transit and Regional Rail Station Program (MPMS# 77183), SEPTA**

The PCC/RTC recommends:

That the Board approve TIP action PA11-49, SEPTA's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 Construction phase \$6,250,000 (\$5,000,000 5309-C/\$1,210,000 1514-Bond/\$40,000 Local) of the Transit and Regional Rail Station program (MPMS# 77183). Further, edit the project description to include the 33<sup>rd</sup> and Dauphin Bus Facility.

**c. PA11-50: SEPTA Bus Purchase Program - 60' (MPMS# 90512), SEPTA**

The PCC/RTC recommends:

(over)

That the Board approve TIP action PA11-50, SEPTA's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 Construction phase of the SEPTA Bus Purchase Program – 60' (MPMS# 90512) by - \$18,750,000 (FY12 \$15,000,000 5309-C/\$3,629,000 1514 B/\$121,000 Local.

**d. NJ12-01: Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) (DB# 97049), Gloucester County**

The PCC/RTC recommends:

That the Board approve TIP action NJ12-01, NJDOT's request to modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase (\$350,000 STP) and FY12 ROW phase (\$100,000 STP) for the Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) project (DB# 97049), and shifting the FY12 Construction phase to FY13.

**e. NJ12-02: Route 130, Crystal Lake Dam (DB#02309), Burlington County**

The PCC/RTC recommends:

That Board approve TIP Action NJ12-02, NJDOT's request to modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase to the Route 130, Crystal Lake Dam project using \$1,270,000 NHS funds.

**3. DVRPC Fiscal Year 2012 Planning Work Program Amendment: I-95/I-476 Interchange Improvement Feasibility Study Phase 2**

The PCC/RTC recommends:

That the Board approves with two conditions; first, DVRPC will investigate safety and operational issues associated with peak period shoulder use. Second, the consultant will determine if a noise analysis is required, and what its impact might be.

**4. FY 2012 Project Selection for the Pennsylvania Transportation and Community Development Initiative (TCDI) Program**

The PCC/RTC recommends:

That the Board approves the list of recommended FY 2012 Pennsylvania TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

**PUBLIC COMMENTS AND QUESTIONS  
RELATED TO DVRPC BOARD ACTION ITEMS**

**DECEMBER 1, 2011**

**BOARD  
AGENDA ITEM**

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

**a. PA11-48: I-95, PA Turnpike Interchange (TPK) (MPMS# 13347), Bucks County**

**From:** Jon Frey

**County:** Philadelphia

**Zip Code:** 19134

**Date Received:** November 21, 2011

**Comment/Question:** Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

**Response:** Your comment was sent to FHWA for review. DVRPC is not in violation of §450.316, which outlines public participation procedures related to MPOs. TIP amendments do not require public comment periods or meetings, which are part of the annual or bi-annual adoption of the entire TIP. Please see Appendix D of the 2011-2013 TIP which contains the *DVRPC Memorandum of Understanding (MOU) Concerning Special Procedures for Expediting TIP Amendments and Modifications*. It discusses the need for a 30-day public comment period for major amendments and for TIP adoption, and clarifies no public comment period is needed for minor amendments and administrative amendments. While the MOU notes that public input would be sought via the RCC for minor amendments, this was based on the Public Participation Plan that is currently being revised; instead the online commenting tool is being used to gather public input, along with comments received by mail and fax, as well as comments received during the RTC and Board meetings.

DVRPC provides public access to technical and policy information, as well as an opportunity for the public to comment on Board actions, which you have taken advantage of by submitting your comment(s).

**b. PA11-49: Transit and Regional Rail Station Program (MPMS# 77183), SEPTA**

**From:** Jon Frey

**County:** Philadelphia

**Zip Code:** 19134

**Date Received:** November 21, 2011

**Comment/Question:** \$6.5 million is an excessive amount of money to rehabilitate or reconstruct an existing property owned by SEPTA which functions as a bus shelter and restroom for bus operators. In addition, Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

**Response:** The 33rd and Dauphin “Bus Loop” is a significant passenger facility, which serves five bus routes and has a ridership in excess of 1,500 trips per day. The 33rd and Dauphin facility was originally built in 1901 and the project requires the historic restoration of the facility’s masonry building. The project includes a number of safety measures such as the redesign of bus lanes under the canopy, construction of a new curbside bus berthing area, and re-paving the site and sidewalks. In addition, the renovation was designed with sustainability measures such as the installation of an underground stormwater management system, bike racks, and streetscape improvements and landscaping. Finally, the project will include accessibility improvements, such as new curb cuts and raised boarding platforms and installation of passenger and operating amenities.

Regarding your comment on public participation, see response to TIP Action PA11-48.

**From:** John Boyle

**County:** Philadelphia

**Zip Code:** 19102

**Date Received:** November 30, 2011

**Comment/Question:** Bicycle Coalition of Greater Philadelphia Comment - The Bus facility should include landscaping and sidewalk improvements. The pedestrian zones and the bus pullouts are currently poorly defined.

**Response:** This comment will be forwarded to the DVRPC Board and was sent to SEPTA. The project includes a number of safety measures such as the redesign of bus lanes under the canopy, construction of a new curbside bus berthing area, and re-paving the site and sidewalks. In addition, the renovation was designed with sustainability measures such as the installation of an underground stormwater management system, bike racks, and streetscape improvements and landscaping. The project will also include accessibility improvements, such as new curb cuts and raised boarding platforms and installation of passenger and operating amenities.

**c. PA11-50: SEPTA Bus Purchase Program - 60' (MPMS# 90512), SEPTA**

**From:** Ashley Vansant

**County:** Montgomery

**Zip Code:** 19009

**Date Received:** November 22, 2011

**Comment/Question:** How many buses are actually being purchased? There is no information located in the project description for any member of the public to make a concise statement about this spending action. Were there any public meetings for members of the public to comment on this, or for DVRPC representatives to provide information to the public on why this money is being spent, and how the public benefits? Based on the lack of information, I cannot support this spending action by the DVRPC board. What is the expected life span of these vehicles?

**Response:** Thank you for your comments and questions, which will be forwarded to the DVRPC Board. The 60-foot Bus Purchase Program provides for the purchase of 155 articulated buses with an option to purchase 50 additional buses over a four year period (Fiscal Year 2012-2015). The Federal Transit Administration (FTA) competitive Bus and Bus Facilities State of Good Repair funds will assist in the funding of the first year order of 55 hybrid (diesel/electric) buses.

The 60-foot Bus Purchase Program is included in the FY 2011-2014 Transportation Improvement Program (MPMS# 90512). The scope of work and benefits are stated in the project description under MPMS# 90512 of the current TIP. A public comment period for this TIP was held from June 1 to June 30, 2010, with the DVRPC Board approving the TIP on July 22, 2010.

In addition, SEPTA's Fiscal Year 2012 Capital Budget and twelve year capital program included the Bus Purchase Program. The FY 2012 Capital Budget and twelve year capital program proposal was posted on SEPTA's website for public comment beginning March 25, 2011. Public hearings were held on April 26, 2011.

Per FTA guidelines, the useful life of a 60-foot articulated bus is 12 years.

Public meetings are not required for TIP amendments. The online commenting feature was created for the public to learn about the project, and to pose comments and questions. For future reference, please note that additional information for TIP projects is provided by clicking on "download information packet" link at the bottom of the webpage.

**d. NJ12-01: Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) (DB# 97049), Gloucester County**

**From:** Jon Frey

**County:** Philadelphia

**Zip Code:** 19134

**Date Received:** November 21, 2011

**Comment/Question:** Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

**Response:** Please see response to TIP Action PA11-48.

**From:** John Boyle

**County:** Philadelphia

**Zip Code:** 19102

**Date Received:** November 30, 2011

**Comment/Question:** Bicycle Coalition of Greater Philadelphia - We support inclusion of bicycle and pedestrian compatibility but it is unclear what it specifically means for this project. The description indicates "corner cutbacks" which sounds like the turn radius of the intersection will be widened and Route 538 lacks shoulders approaching the intersection. What we are looking as a bicycle/pedestrian improvement will be shoulders that are clearly defined up to the intersection along with a stop bar.

**Response:** This comment will be forwarded to the DVRPC Board and to NJDOT for review/response.

**e. NJ12-02: Route 130, Crystal Lake Dam (DB#02309), Burlington County**

**From:** Jon Frey

**County:** Philadelphia

**Zip Code:** 19134

**Date Received:** November 21, 2011

**Comment/Question:** Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

**Response:** Please see response to TIP Action PA11-48.

**3. DVRPC Fiscal Year 2012 Planning Work Program Amendment: I-95/I-476 Interchange Improvement Feasibility Study Phase 2**

**From:** Jon Frey

**County:** Philadelphia

**Zip Code:** 19134

**Date Received:** November 21, 2011

**Comment/Question:** Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

**Response:** To clarify, this project is a Work Program amendment, not a TIP amendment. As with TIP amendments, Work Program amendments do not require public comment periods or meetings. DVRPC is not in violation of §450.316, which outlines public participation procedures related to MPOs. DVRPC provides public access to technical and policy information, as well as an opportunity for the public to comment on Board actions, which you have taken advantage of by submitting this comment.