

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of January 24, 2013

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

Representative

Joyce Paul  
David Kuhn  
James Mosca  
Brett Tanzman  
Adam Gattuso  
(not represented)  
Diane Ellis-Marseglia  
Terence Farrell  
Ronald Bailey  
John Pickett  
Leslie Richards  
Turea Hutson  
Carol Ann Thomas  
Louis Cappelli  
Andrew Levecchia  
Richard Westergaard  
(not represented)  
Jacqueline Parker  
Rina Cutler  
Edward Williams  
Jeffrey Wilkerson

Sandra Brillhart  
(not represented)

(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	Brigid Hynes-Cherin
	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	Patrick Patterson
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	John Rink
Pennsylvania Department of Community and Economic Development	Lisa Worden
New Jersey Office for Planning Advocacy	Katherine Meade

DVRPC Co-Counsel

Pennsylvania Co-Counsel	John Pierce
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Richard Bickel, John Ward, Patty Elkis, Richard Murphy, Chris Puchalsky, Michael Boyer, Candy Snyder, Mary Bell, Robert Graff, Amy Miller, Elizabeth Schoonmaker, John Griffies, Karen Cilurso, and Renee Wise.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Lower Merion Township	Angela Murray
New Jersey Department of Transportation	Andrew Clark
PlanPhilly	Christine Fisher
Bridget Chadwick	Cheltenham Township

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

Chair Terence Farrell called the meeting to order at 10:11 a.m.

**Public Comments on Agenda and Non-Agenda Items**

Public comments were submitted about the Public Participation Task Force by Sue Herman of the Residents for Regional Traffic Solutions, Inc. A response from DVRPC followed, stating that citizens are able to offer public comments and input in a variety of

ways, and that the Public Participation Task Force is another but not the only way for citizens of the region to be involved (letter and response attached). Bridget Chadwick of Cheltenham Township provided comments about TIP actions and the need to provide citizens with more detailed information.

**1. Minutes of Meeting of December 6, 2012**

On a Motion by Mr. Williams, seconded by Mr. Kuhn, the minutes of December 6, 2012 were approved as distributed.

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

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

**a. PA13-12: Ardmore Transportation Center – Phase I (MPMS# 73214), SEPTA**

SEPTA is requesting, on behalf of PennDOT's Bureau of Public Transportation, that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a project back into the TIP, Ardmore Transportation Center – Phase I (MPMS# 73214), by programming \$12,750,000 (\$6,000,000 Section 5307/\$4,200,000 Section 5309/\$2,550,000 State 1516) in FY13. These funds will be provided from the statewide Keystone Corridor Line Item and are additional to the region.

Ardmore Station has been in SEPTA's Illustrative Unfunded list and is able to be advanced within the four year program because of additional funds being made available to the region. The full improvement plan for the station will be undertaken in two phases and it is Phase I that is being advanced at this time.

Ardmore Transportation Center – Phase I will include the demolition of the existing Amtrak station building, construction of 528 foot long high level boarding platforms, tunnel ADA improvements, elevator, stair, and ramp access to platforms, parking garage foundations for Phase II, canopies and shelters, passenger amenities, and improved site lighting including on the platforms and in the tunnel. The existing station must be demolished to facilitate the high level platforms.

Phase I is estimated to cost a total of \$22,250,000. SEPTA will complete Phase I utilizing \$12,750,000 from PennDOT's Bureau of Public Transportation, \$3,500,000 in Redevelopment Assistance Capital Program (RACP) funds from Lower Merion Township and the Commonwealth of PA (see MPMS #90680), \$3,641,739 from an

FTA earmark which is already in an FTA grant (E2005-BUSP-346), \$2,358,261 from SEPTA (potentially through FTA New Freedom program which would require future DVRPC action), which may include funding from Amtrak for in-kind services. Phase II will include the design and construction of an ADA accessible multi-level parking garage with approximately 300-500 spaces depending on design and funding availability, and will include an enclosed space for ticketing and passenger waiting. Phase II will be advanced when funding is identified. Funding for Phase II is found in FY23-24.

The Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service owned by the National Passenger Railroad Corporation (Amtrak) and shared with SEPTA's Paoli/Thorndale line between Philadelphia and Harrisburg. There are approximately eight stops per day at the Amtrak station. The Keystone service is a high speed rail service capable of speeds reaching 110 mph.

These station improvements will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership. Station improvement is also necessary to accommodate increasing ridership needs. In FY 2011, 250,000 SEPTA riders boarded a train at Ardmore Station. This represents a 5.7% increase or 14,000 passengers boarding over FY 2009. Ridership of the Keystone Corridor has increased by approximately 80% over the past four years, according to Amtrak.

Financial constraint will be maintained as the funds are additional to the region and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from John Boyle of the Bicycle Coalition of Philadelphia, indicating support for the plan and recommending inclusion of a bike shelter (covered bike parking). DVRPC responded that the plan does include bike racks in all railroad station projects. SEPTA and Lower Merion Township will review if sheltered bike parking can be incorporated into either Phase I or Phase II of the project. A public comment was received by Leonard Fritz of Gloucester County, regarding how passengers using the station will be affected (both parking and access) during the construction. Additionally there was concern that the Phase II parking garage will be built according to monies rather than it being designed and built with future expansion(s) so as not to restrict the facility due to current monies. DVRPC responded that every effort will be made to minimize the impact of

construction activities to the passengers. The Phase II parking garage portion of the project will be designed and built based on the needs of passengers at the site, stakeholder input, and codes and regulations.

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

**MOTION** by Ms. Richards, seconded by Ms. Cutler, that the Board approve the following TIP action:

- 1) PA13-12: SEPTA's request, on behalf of PennDOT's Bureau of Public Transportation, that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a project back into the TIP, Ardmore Transportation Center – Phase I (MPMS# 73214), by programming \$12,750,000 (\$6,000,000 Section 5307/\$4,200,000 Section 5309/\$2,550,000 State 1516) in FY13. These funds will be provided from the statewide Keystone Corridor Line Item and are additional to the region.

**b. PA13-13: Gradyville Road (Bridge) (MPMS# 64821), Delaware County**

PennDOT is requesting that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a project back into the TIP, Gradyville Road (Bridge) (MPMS# 64821), by programming \$292,000 (\$234,000 State 183/\$58,000 Local) in FY13 and \$477,000 (\$382,000 State 183/\$95,000 Local) in FY15 for construction.

This project consists of widening of a bridge which has a substandard width, while retaining the same number of lanes, and replacing the existing, functionally obsolete 14-foot single span steel I-beam bridge that carries Gradyville Road over Hunter Run. The proposed structure will be designed to accommodate a 28-foot wide cartway (two 11-foot travel lanes and two 3-foot shoulders) and will provide an increased hydraulic opening. Currently there are two 10.5-foot travel lanes with no shoulder. The project also involves a minimal amount of approach roadway work to tie the bridge into the existing 20-foot wide roadway. Traffic safety features will be upgraded to include adequate guiderails at each bridge approach and adequate bridge deck width. Upon completion of the project, the reconstructed bridge will accommodate one travel lane in each direction on the bridge.

This project is included in the Delaware County Bicycle Plan.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal

constraint. The TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from John Boyle of the Bicycle Coalition of Philadelphia indicating support for the shoulders and questioning whether PennDot consulted with Delaware County Planning to determine if a three foot shoulder is enough to comply with the County Bicycle Plan? DVRPC responded that the Delaware County Bicycle Plan provides recommendations to enhance bike riding conditions on roads and does not mandate minimum shoulder widths. A public comment was received from Leonard Fritz of Gloucester County questioning whether the shoulders would be designated as bicycle lanes to include it in the County Bicycle Plan. DVRPC responded that the project sponsor, Newtown Township, did not ask the designer to consider bridge shoulders to be marked as bike lanes; there are no existing bike lanes on the road leading to the bridge. Bike lane designations would require the township to submit a Bicycle Occupancy Permit.

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

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

PA13-13: PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a project back into the TIP, Gradyville Road (Bridge) (MPMS# 64821), by programming \$292,000 (\$234,000 State 183/\$58,000 Local) in FY13 and \$477,000 (\$382,000 State 183/\$95,000 Local) in FY15 for construction.

**c. PA13-14: Philadelphia ADA Ramps Project (MPMS# 69109), City of Philadelphia**

PennDOT is requesting, on behalf of the City of Philadelphia, that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a \$3,750,000 project to the TIP, Philadelphia ADA Ramps Project (MPMS# 69109), by programming \$450,000 (\$360,000 STP/\$90,000 Local) in FY14 for Preliminary Engineering, \$300,000 (\$240,000 STP/\$60,000 Local) in FY14 for Final Design and \$3,000,000 (\$2,400,000 STP/\$600,000 Local) in FY14 for construction.

This project will include the design and construction of ADA (Americans with Disabilities) ramps that were originally included in the scope of other Federal Aid

projects, such as, but not limited to: 1) South Street Bridge (MPMS# 17724), 2) CW 101 Resurfacing (MPMS# 72446), and 3) CW 103 Resurfacing (MPMS# 91837). The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrant further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties, and other considerations as necessary. This project will be funded through the City's 3R Betterment Line Item which is MPMS# 57902.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

**d. PA13-17: All-Weather Pavement Marking (AWPM) Program – State Fiscal Year 2012-2013 (MPMS# 96190), Various Counties**

PennDOT is requesting that DVRPC amend the FY2013-2015 TIP for Pennsylvania by adding a new project to the TIP: All-Weather Pavement Marking (AWPM) Program –State Fiscal Year 2012-2013 (MPMS# 96190). Funding for this project is provided through the Statewide All Weather Pavement Marker Reserve Line Item (MPMS# 59781). These are additional funds to the region. The total amount for this project is \$380,000 STP for construction in FY13.

Between 2001 and 2009 PennDOT was legislatively mandated to spend at least \$4 million per year for the installation and maintenance of all-weather pavement markings on Interstate highways and other State roadways as determined by PennDOT. Since 2010 there has been no language in the budget regarding the All-Weather Pavement Markings Program. The All-Weather Pavement Markings Program is included on the 2013-2015 Statewide TIP at \$4 million per year. The Bureau of Maintenance and Operations (BOMO) and the Districts desire to continue the All-Weather Pavement Markings Program with an emphasis on a “maintenance first” policy that replaces missing, damaged, or ineffective lenses. Consideration of new all-weather pavement marking locations will be based on the following prioritized areas: Gaps on interstates and freeways, bridge decks greater than 200 feet (where approaches have existing raised pavement markers), median barriers in narrow medians on the National Highway System, crash cluster areas

(State-designated highways), severe fog areas and other locations determined by PennDOT District 6-0. This project will entail furnishing and installation of snowplowable raised pavement markers, including a holder with a reflector unit of the type indicated, or permanent, wet-reflective tape at various site locations on highways and ramps in Bucks, Chester, Delaware, Montgomery and Philadelphia Counties.

The Districts will have until June 15, 2013 to obligate their approved amounts. Any funds not obligated by this date will be redistributed.

Financial constraint will be maintained as these funds are additional to the region. The TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Ms. Cutler, seconded by Ms. Ellis-Marseglia, that the Board approve the following TIP Actions:

- 1) PA13-14: PennDOT's request, on behalf of the City of Philadelphia, that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a \$3,750,000 project to the TIP, Philadelphia ADA Ramps Project (MPMS# 69109), by programming \$450,000 (\$360,000 STP/\$90,000 Local) in FY14 for Preliminary Engineering, \$300,000 (\$240,000 STP/\$60,000 Local) in FY14 for Final Design and \$3,000,000 (\$2,400,000 STP/\$600,000 Local) in FY14 for construction.
- 2) PA13-17: PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new project to the TIP: All-Weather Pavement Marking (AWPM) Program – State Fiscal Year 2012-2013 (MPMS# 96190). \$380,000 STP funding for this project is provided through the Statewide All Weather Pavement Marker Reserve Line Item (MPMS# 59781). These are additional funds to the region.

**e. PA13-15: District 6-0 Bridge Maintenance and Surface Treatment Contracts (Various MPMS#), Various Counties**



PennDOT is requesting that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding \$16,144,000 in Bridge Maintenance and Surface Treatment Contracts to the TIP, by programming \$8,700,000 State Appropriations 916 in FY13 construction phase for Bridge Maintenance Contracts and \$7,444,000 State Appropriations 916 in FY14 construction phase for Surface Treatment Contracts. State Appropriations 916 was formally known as Act 44. The work for the bridge and surface contracts will be completed as detailed in the TIP Action package and the projects will be fully implemented using additional funding as needed that will be identified by PennDOT.

For the last several years the District Maintenance allocation has been the source of funding in the DVRPC region for structurally deficient (SD) bridge repairs and scour repairs from NBIS inspections, as well as other preservation contracts recommended and prepared by the District Bridge Unit. The effect of this investing has, with other capital funding by the region, been reflected in improving district bridge statistics. Maintenance has also funded the matching dollars for the district NBIS bridge inspection contracts and the entire cost of NBIS contracts for structures under 20 feet in span. These are capital costs that the Maintenance Unit could have requested be funded by the TIP, but opted to undertake internally.

A recent accounting of District Maintenance fiscal capacity indicates that contracts for SD Bridge repair and Surface Treatment will not be able to proceed without additional funding. Funding shortfalls for Capital improvement work have been identified: There are 2,070 ADA ramps within the Surface Treatment projects at a cost of \$7,444,000 for 247 total miles of paving. The bridge maintenance projects contain a total of 21 SD bridges at a cost of \$8,700,000.

MPMS# 90197 Tyburn Road Bridges (1) Over Amtrak/Conrail was obligated and let during FY2012, and could serve as a resource to fund portions of the maintenance contracts where shortfalls have been identified. Due to some previous encumbrances on MPMS# 90197 Tyburn Road Bridges, PennDOT will also identify \$460,000 additional funds to fully fund all 5 Surface Treatment contracts.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment as these projects are not regionally significant.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia stated that they are working with PennDOT to identify if any bicycle roads are part of this project.

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

**MOTION** by Ms. Richards, seconded by Ms. Cutler, that the Board approve the following TIP action:

- 1) PA13-15: PennDOT's request that the Board approve TIP Action PA13-15, PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding \$16,144,000 in Bridge Maintenance and Surface Treatment Contracts to the TIP, by programming \$8,700,000 State Appropriations 916 in FY13 construction phase for Bridge Maintenance Contracts and \$7,444,000 State Appropriations 916 in FY14 construction phase for Surface Treatment Contracts.

f. **PA13-16: I-95, Shackamaxon Street to Ann Street (GIR) - Design (MPMS# 17821), City of Philadelphia**

PennDOT is requesting that DVRPC modify the FY2013-2016 TIP for Pennsylvania by increasing the I-95, Shackamaxon Street to Ann Street (GIR) – Design project (MPMS# 17821), by shifting \$37,158,000 of SPIKE funding from US 422 Expressway Reconstruction, Chester and Montgomery (MPMS# 64222) to I-95, Shackamaxon Street to Ann Street (GIR) – Design, and program as follows: \$3,344,000 SPKNHS/\$ 8,762,000 SPK-FB in FY13, \$5,831,000 SPK-NHS/\$5,831,000 SPK-FB in FY14, \$4,851,000 SPK-NHS/\$4,851,000 SPK-FB in FY15, \$1,844,000 SPK-NHS/\$1,844,000 SPK-FB in FY16 for Final Design. US 422 Expressway Reconstruction, Chester and Montgomery (MPMS# 64222) has been obligated and SPIKE funds are not needed for this project. The Secretary of Transportation for PennDOT typically decides where discretionary SPIKE funds are distributed during the spring of a given TIP update. The region does not want to lose the funding, so the district has proposed to program funds on I-95, Shackamaxon Street to Ann Street (GIR) – Design parent. The I-95 reconstruction for the GIR section ranges from GR0-GR5. Funding for GR0-GR3 has already been included in this design parent. This action will provide needed funds for design of sections GR4 and GR5 so that they can be delivered in a timely manner. GR3 design is expected to be completed in the 2013 calendar year. The non-SPIKE portion of US 422 Expressway Reconstruction, Chester and Montgomery MPMS# 64222 totals \$30,000,000 which is available to the highway program.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment as this project has been included in Air Quality Analysis.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Ms. Cutler, seconded by Ms. Richards, that the Board approve the following TIP action:

- 1) PA13-16: PennDOT's request that DVRPC modify the FY2013-2016 TIP for Pennsylvania by increasing the I-95, Shackamaxon Street to Ann Street (GIR) – Design project (MPMS# 17821), by shifting \$37,158,000 of SPIKE funding from US 422 Expressway Reconstruction, Chester and Montgomery (MPMS# 64222) to I-95, Shackamaxon Street to Ann Street (GIR) – Design, and program as follows: \$3,344,000 SPK-HS/\$8,762,000 SPK-FB in FY13, \$5,831,000 SPK-NHS/\$5,831,000 SPK-FB in FY14, \$4,851,000 SPK-NHS/\$4,851,000 SPK-FB in FY15, \$1,844,000 SPK-NHS/\$1,844,000 SPK-FB in FY16 for Final Design.

**g. NJ12-45: Route 130, Columbus Road/Jones Street (DB# 02397), Burlington County**

NJDOT is requesting that DVRPC modify the FY2012 – 2015 TIP for New Jersey by programming a Preliminary Engineering (PE) phase with \$300,000 National Highway System (NHS) funds in FY2013 and delaying the Construction (CON) phase from FY2014 to FY2015. NHS funds are now known as the National Highway Performance Program (NHPP) under the recent MAP-21 highway authorization. Concept development for the project was recently completed, and a PE phase is required for the project to move forward in the capital project delivery process.

The project is an existing five-legged intersection comprised of two closely spaced signals with left turns permitted from the "live" left lane of Route 130 northbound onto Jones Street in Burlington City, Burlington County. The project will address operational, physical and safety problems at the intersection, such as providing a designated left turn lane for northbound Route 130 onto Jones Street; closing the median opening at Court Drive to all vehicles except emergency vehicles; replacing

the intersection's existing traffic signal; providing ADA compatible pedestrian crosswalks and sidewalks; milling and resurfacing; and providing a lead signal phase for the northbound Route 130 left-turn and for westbound Columbus Road.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by NJDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia indicating support for the project. Additionally he stated that bike travel would be better accommodated by line striping the wide sweeping right turn lane from Westbound Columbus to Northbound 130. DVRPC responded that Columbus Road was reconstructed a few years ago and that the County has no current plans for additional road widening, but will consider the other recommendations during design.

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

**MOTION** by Ms. Thomas, seconded by Mr. Kuhn, that the Board approve the following TIP action:

- 1) NJ12-45: NJDOT's request that DVRPC modify the FY2012 – 2015 TIP for New Jersey by programming a Preliminary Engineering (PE) phase with \$300,000 National Highway System (NHS) funds in FY2013 and delaying the Construction (CON) phase from FY2014 to FY2015 for Route 130, Columbus Road/Jones Street (DB# 02397).

**h. NJ12-47: Median Cross Over Protection Contract #12 (DB# 12367), Statewide**

NJDOT has requested that DVRPC modify the FY2012 – 2015 TIP for New Jersey by adding a new \$9.45 million project to the Statewide section of the TIP, Median Cross Over Protection Contract #12 (DB# 12367), and programming a \$100,000

NHS preliminary design phase in FY13, a \$831,000 NHS design phase in FY13 and a \$8,519,000 NHPP construction phase in FY15.

The project is based on a previous commitment by past Commissioners to protect the medians on the interstates, freeways, and expressways that are equal to or less than 60 feet wide. The Median Cross Over Protection Program using Federal Safety Funds has ended with the completion of Contract #11 (substantial completion 5/26/2010). The remaining unprotected median locations lack the number of cross-over accidents to justify a cost benefit as per the Federal Safety Fund criteria. A new project needs to be created to complete the remaining 21.015 miles of unprotected medians less than or equal to 60' in width on interstates, freeways and expressways located in NJDOT Regions Central and South (Burlington, Gloucester, Mercer, Monmouth, Ocean, Salem, and Somerset Counties). Currently, there are no other 3R projects being designed and/or constructed in the project vicinity to add this work to, therefore NJDOT needs to do the remaining locations as separate median cross over protection projects.

The following are the projects that will be included in contract #12:

- I-295, MP 60.4 – 67.51 = 7.11 miles (Mercer County)
- I-287, MP 29.3 – 29.5 = 0.20 miles (Somerset County)
- I-195, MP 22.8 – 23.99 = 1.19 miles (Ocean County)
- I-195, MP 26.17 – 28.17 = 2.00 miles (Monmouth County)
- I-195, MP 30.49 – 31.90 = 1.41 miles (Monmouth County)
- I-195, MP 33.00 – 34.17 = 1.17 miles (Monmouth County)
- 138, MP 0.72 – 1.9 = 1.18 miles (Monmouth County)
- 138, MP 2.10 – 3.22 = 1.12 miles (Monmouth County)
- I-95, MP 3.54 – 4.33 = 0.79 miles (Burlington County)
- 55, MP 20.8 – 21.10 = 0.30 miles (Salem County)
- 55, MP 43.675 – 44.2 = 0.525 miles (Gloucester County)
- 55, MP 47.05 – 47.5 = 0.45 miles (Gloucester County)
- 55, MP 51.7 – 52.3 = 0.60 miles (Gloucester County)
- 29, MP 4.75 – 5.35 = 0.60 miles (Mercer County)
- 29, MP 8.6 – 8.85 = 0.25 miles (Mercer County)
- 18, MP 14.44 – 16.56 = 2.12 miles (Monmouth County)

The Median Cross Over Protection Contract #13 (DB# 12368) was for NJDOT North Region for a total of 9.785 miles at a cost of \$4,336,000. This project is already in the STIP. Financial constraint will be maintained by making adjustments to other existing Statewide TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by NJDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding.

All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Mr. Kuhn, seconded by Ms. Paul, that the Board approve the following TIP action:

- 1) NJ12-47: NJDOT's request that DVRPC modify the FY2012 – 2015 TIP for New Jersey by adding a new \$9.45 million project to the Statewide section of the TIP, Median Cross Over Protection Contract #12 (DB# 12367), and programming a \$100,000 NHS preliminary design phase in FY13, a \$831,000 NHS design phase in FY13 and a \$8,519,000 NHPP construction phase in FY15.

**3. The Board approved adoption of DVRPC Fiscal year 2013 Unified Work Program Planning Work Program Amendments**

**a. Pennsylvania Partnership to Promote Natural Gas Vehicles**

Robert Graff, DVRPC Manager of the Energy and Climate Change Initiatives, explained to the Board that the objective of this project is to develop and deploy a comprehensive series of policy, safety and training, and education and outreach initiatives to directly address barriers to adoption of natural gas vehicles (NGVs). This project will focus on garbage trucks, recycling vehicles, and school buses.

Pennsylvania, and the nation as a whole, is experiencing a boom in natural gas production, significantly lowering its wholesale cost. One of the many uses for natural gas is as a vehicle fuel, replacing gasoline and diesel with cleaner burning, domestically-sourced energy, and lowering vehicle operation and maintenance costs. Among the most promising applications for natural gas is in fleets, particularly municipally-owned or contracted garbage trucks and recycling vehicles, and in school buses. Several significant challenges must be overcome to achieve this transition, ranging from education about this unfamiliar technology to the lack of clear municipal ordinances allowing for fueling facilities.

DVRPC—in partnership with the Pennsylvania Department of Environmental Protection (PA DEP), Greater Philadelphia Clean Cities (GPCC), Pittsburgh Region Clean Cities (PRCC), and PECO Energy Company—will establish the *Pennsylvania Partnership to Promote Natural Gas Vehicles* (P3NGV), a coordinated effort to develop and deploy a comprehensive series of policy, safety and training, and

education and outreach initiatives to directly address barriers standing in the way of natural gas vehicle (NGV) adoption.

Total project cost is \$319,038 over a two year period commencing upon contract signature. Of this, \$70,559 will go to Greater Philadelphia Clean Cities to help develop and deploy workshops, and \$11,250 to Pittsburgh Regional Clean Cities to deploy workshops in the Greater Pittsburgh region. In addition, \$35,700 will be used to hire trainers for maintenance personnel and first responders.

The cost and source of Funds is \$319,038 from the United States Department of Energy.

Favorable recommendation was received by the Regional Technical Committee.

**MOTION** by Mr. Pickett, seconded by Mr. Cappelli, that the Board amend the DVRPC FY 2013 Unified Planning Work Program to include the Pennsylvania Partnership to Promote Natural Gas Vehicles.

**b. I-76 and I-476 Interchange Operational Improvements**

Chris Puchalsky, DVRPC's Associate Director of the Systems Planning Unit, Planning Division, explained that the I-76/I-476 Interchange is chronically congested, with ramp congestion spilling back onto the mainline. Improvements to three ramps have been proposed; this will increase queue storage and acceleration distance to improve mobility along the mainline of I-476 southbound and I-76 eastbound. DVRPC will evaluate the effects of the improvements using the I-76 Operational Research Model developed by DVRPC. Performance measures to be contrasted between scenarios will include volumes, operating speeds, queue lengths, delay, and density.

The cost and source of funds is \$95,000, funded by PennDOT Local Scoping funds.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Ms. Cutler, seconded by Mr. Mosca, that the Board amend the DVRPC FY 2013 Unified Planning Work Program to include the I-76 and I-476 Interchange. - Operational Improvements project.

**c. Alternatives Development for Roosevelt Boulevard Transit Investments**

Chris Puchalsky, DVRPC's Associate Director of the Systems Planning Unit, Planning Division, explained that a recent PennDOT-funded study stated that "there is a disconnect... between the transit services desired and ... offered to residents and commuters using the Roosevelt Boulevard corridor" in the City of Philadelphia. Previous efforts to improve transit service on the corridor have focused on high cost solutions such as heavy rail and have only examined the need in Philadelphia. This scoping study will further define the problem, perform preliminary public outreach, and examine a range of alternatives to address this disconnect from very inexpensive and easily implementable to Bus Rapid Transit (BRT) to Light Rail Transit (LRT). This study will also examine solutions which extend into lower Bucks County.

Cost and source of funds is \$200,000. MPMS # 76972. Toll Credit Match.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Ms. Cutler, seconded by Mr. Mosca, that the Board amend the DVRPC FY 2013 Unified Planning Work Program to include the Alternatives Development for Roosevelt Boulevard Transit Investments.

#### **4. Adoption of DVRPC Fiscal Year 2014 Unified Planning Work Program**

John Griffies, DVRPC Contracts and Purchasing Manager, explained to the Board that the Fiscal Year 2014 Unified Planning Work Program (UPWP) consists 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.

To support certain projects the Board has selected for the DVRPC FY2014 UPWP, the attached TIP Actions will need to be made to the FY2012 TIP for New Jersey and the FY2013 TIP for Pennsylvania. The source of funds for projects in New Jersey and Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

#### **TIP Action NJ 12-44: FY2014 UPWP Projects Funded by NJ FY12 TIP Funds**

- Central Jersey Transportation Forum (Increase)



(X30A) (\$170,000 Federal)	\$100,000
-NJ Regional Transportation GIS (Increase) (X30A) (\$350,000 Federal)	\$305,000
-TCDI Project Funds (Decrease) (D0204) (\$0 Federal)	(\$1,000,000)
-RIMIS (Increase) (01300) (\$245,875 Federal)	\$145,875
- Update Travel Simulation Model (Increase) (X30A) (\$200,100 Federal)	\$200,100
	<b>Total</b> <u>(\$249,025)</u>
	Federal (\$249,025)
	State \$0
	Local \$0

**TIP Action PA13-11: FY2014 UPWP Projects Funded by PA FY13 TIP Funds**

- PA TE Project Engineering Management (Decrease) (MPMS #66460) (\$432,000 CMAQ/\$108,000 State)	(\$2,000)
- RIMIS (Decrease) (MPMS #66460) (\$590,100 CMAQ/\$147,525 State)	(\$900)
- TCDI Administrative Services (Increase) (MPMS #TBD) (\$100,000 Federal)	\$100,000
- TCDI Project Funds (Decrease) (MPMS #64652) (\$0 Federal)	(\$1,200,000)
- Update Travel Simulation Model (Decrease) (MPMS # 86077)(\$489,900 Federal)	(\$380,100)
	<b>Total</b> <u>(\$1,483,000)</u>
	Federal (\$1,483,000)

Reductions in TIP funds are reprogrammed for the following year

Favorable recommendation was received from the Regional Technical Committee and Work Program Committee.

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia stating that the public comment period was not sufficient. DVRPC responded that the public comment period for the draft Work Program usually begins at the December Board meeting when the draft is released by the DVRPC Board for comments. Additional comments were received from the New Jersey Department of Transportation, the Pennsylvania Department of Transportation, and the Federal Highway Administration.

The Board adopted the following **motion**:

**MOTION** by Ms. Cutler, seconded by Mr. Williams, that the Board approve the FY 2014 DVRPC Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by adopting Resolution No. B-FY13-001. Further, approve the actions to amend or modify the FY 2012 TIP for New Jersey and the FY 2013 TIP for Pennsylvania as required.

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

## **DISCUSSION ITEM**

### **5. One Minute Reports**

John Rink, Port Authority Transit Corporation (PATCO), reported that PATCO's ridership numbers are up and that the "Quiet Car" program became permanent as of January 2, 2013.

Sandra Brillhart, Federal Highway Administration (FHWA), reported that the FHWA's guidelines on environmental impact statements were just released. Training will be offered on things like federal aid requirements and construction procedures in order to assist with compliance.

Brigid Hynes-Cherin, Federal Transit Administration (FTA), reported that there are new regulations on “small starts” and that the “small starts” process covers some of MAP21 but not all. The FTA will offer webinars on this starting in February of 2013.

Adam Gattuso, Pennsylvania Governor’s Office, reported that Governor Corbett’s announcement about transportation funding will come with the budget announcement. The announcement is scheduled to take place on February 5.

David Kuhn, New Jersey Department of Transportation (NJDOT), reported on budgets and the federal obligation limit. He reported that Commissioner Simpson had a meeting to talk about the projects coming in at the end of the year, needed oversight of federal projects, and the need to close out projects in a timely manner. The meeting that NJDOT held recently was well-attended by the counties and FHWA and there is a need to get information out to the cities.

Terence Farrell, Chester County Commissioner, reported on the continuation of construction on Route 202 and the new plans for construction in the county.

Louis Cappelli, Camden County Freeholder, reported on the park system improvements in the county.

Diane Ellis-Marseglia, Bucks County Commissioner, reported on the county’s bike plans.

Carol Ann Thomas, Burlington County’s Principal Transportation Planner, reported on the county’s bike plans and intention to speak with Camden County about those plans.

Rina Cutler, Deputy Mayor for Transportation and Utilities for Philadelphia, reported on the Mayor’s announcement about Phase I of the bike share program in 2014 and Phase II which will take place in 2015. The program includes a long term goal for counties and municipalities and will look at expansion later. The city has hired a consultant for the financial plan on this project. The WTS International Conference is taking place soon here in Philadelphia and Ms. Cutler urged everyone to attend.

Edward Williams, Director of the Department of Planning and Development, City of Camden, thanked Camden County and DVRPC for their assistance.

Jacqueline Parker, Executive Director of Chester Economic Development Authority for the City of Chester, reported that there is work being done on one of Chester City’s train stations and that Amtrak is working with the city to best utilize unused space for a prospective tenant. The city will be using money for a study of that train station. The city will use a “Hometown Streets” grant for revitalization.

Patrick Patterson, Pennsylvania Department of Environmental Protection (PADEP), thanked the Board for supporting natural gas education and expressed his excitement about working with DVRPC.

## **PRESENTATION**

### **6. Land Use Analysis**

Patty Elkis, DVRPC's Deputy Planning Director, Office of Policy, Planning and Programs, Mary Bell, DVRPC's Manager of Demographic and Economic Analysis, and Amy Miller, DVRPC Environmental Planner, Office of Environmental Planning, explained that land use information and analysis is a fundamental tool in the planning process, and DVRPC's land use data is updated based on aerial surveillance gathered every five years. Additionally, DVRPC maintains an inventory of protected public and private open space in the Delaware Valley. The inventory tracks all publicly owned open space, preserved farmland, and non-profit protected open space. Staff presented a summary and highlights of the region's 2010 land use data, as well as the 2011 protected open space inventory.

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

#### **a. Commissioner's Handbook and 2013 Planner**

Mr. Seymour reported that the new 2013 Commissioner's Handbook and 2013 Planner was available and distributed to all members and alternates.

#### **b. Board Retreat Summary**

Mr. Seymour reported that Governor Corbett's announcement would be forthcoming and provided a summary report of the discussion at the recent DVRPC Board Retreat.

#### **c. Environmental Justice and Public Participation Update**

Mr. Seymour called the Board's attention to the Environmental Justice and Public Participation Memo (distributed to the Board). This memo highlights the Delaware Valley Regional Planning Commission's (DVRPC's) Title VI, Environmental Justice (EJ), and public participation activities during Fiscal Year (FY) 2012, from July 1, 2011 to June 30, 2012.

#### **d. African American Heritage Tour Brochure**

Mr. Seymour called the Board's attention to the African American Heritage Tour Brochure (distributed to the Board) and reported that DVRPC would be holding an event on February 25 at 5:30PM at the African American Museum in Philadelphia.

e. Renewable Energy Ordinances

Mr. Seymour reported that the ordinances were developed with a Working Group of county and municipal representatives. Model ordinances are now available for solar photovoltaic, small wind systems, and geothermal.

f. Crash Data Bulletin

Mr. Seymour called the Board's attention to the crash data bulletin (distributed to the Board) and reported:

- Crashes, injuries and fatalities are all trending down; small uptick in 2011.
- Nationally, 32,000 fatalities in 2011; lowest level since 1949.
- In our region, still one fatality per day.
- Motorcyclists are 30 times more likely to die in a crash.
- About 22% of all fatalities were pedestrians.

g. New Jersey DOT

Mr. Seymour reported on the message to counties for local aid projects.

h. PlanPhilly Article on CMAQ

Mr. Seymour called the Board's attention to the PlanPhilly article on Congestion Mitigation and Air Quality (distributed to the Board).

**8. Committee Reports**

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

- (1) Regional Technical Committee; (2) Information Resources Exchange Group; (3) Delaware Valley Goods Movement Task Force; (4) Regional Safety Task Force; (5) Regional Aviation Committee.

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:53 a.m. on a **MOTION** by Mr. Kuhn, seconded by Mr. Gattuso.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are held in ADA and transit-accessible facilities. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please visit the DVRPC website ([www.dvrpc.org](http://www.dvrpc.org)) or call (215) 238-2871.

I certify that this is a true and correct copy.

---

Name, Recording Secretary

**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**

PO Box 285  
Newtown, PA 18940  
**RRTSbucks5@aol.com**

Mr. Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

DVRPC Board Members  
c/o Terence Farrell, Chair  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

January 24, 2013

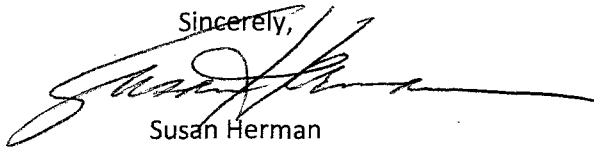
**RE: Critical Part of April 2012 Public Participation Plan Is Not Workable**

Dear Mr. Seymour and DVRPC Board Members,

Thank you for the opportunity to read the following letter into the public record at today's DVRPC Board meeting. The letter, dated January 8, 2013, is from Residents for Regional Traffic Solutions, Inc. to Mr. Barry Seymour, Regional Technical Committee Members, and DVRPC Board Members. The subject is **RE: Critical Part of April 2012 Public Participation Plan Is Not Workable**.

We ask that the reading of this [1/8/13] letter be referenced in the minutes of today's meeting and that the [1/8/13] letter be included in the minutes in its entirety.

Sincerely,



Susan Herman  
President

CC: Brigid Hynes- Cherin; Regional Administrator, Federal Transit Administration Region III\*  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division\*  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division\*  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III\*  
Jim Mosca, PennDOT\*  
David Kuhn, NJDOT\*  
R.R.T.S. Membership (mass e-mail)  
Regional Citizens

# **R.R.T.S.**

## **Residents for Regional Traffic Solutions, Inc.**

PO Box 285  
Newtown, PA 18940  
**RRTSbuckspa5@aol.com**

Mr. Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

Regional Technical Committee Members  
c/o ~~Stephen Buckley~~, Chair, *Michelle Webb*  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

DVRPC Board Members  
c/o Terence Farrell, Chair  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

January 8, 2013

### **RE: Critical Part of April 2012 Public Participation Plan Is Not Workable**

Dear Mr. Seymour, Regional Technical Committee Members, and DVRPC Members,

I am president of Residents for Regional Traffic Solutions, Inc. (RRTS), a regional citizens group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships. Our organization represents well in excess of 9,000 residents. We are concerned that a critically important part of the recently implemented Public Participation Plan (Plan) is not workable.

With the current Plan, it is NOT possible for the Public Participation Task Force (PPTF) members who sit on the Regional Technical Committee (previously the Regional Transportation Committee) to cast their votes by taking a "regional perspective", as they have been asked to do. The September 11, 2012 Regional Transportation Committee Meeting Highlights state, "John Ward began by welcoming one of the new Public Participation Task Force (PPTF) members, Harry Fox. Mr. Fox is from Burlington County, and is a civil engineer who has been involved in numerous Boards and Commissions in Burlington County and Gloucester Counties, including chairing the Delran, NJ Zoning Board. Mr. Ward explained that the PPTF members represent a county or community but have been asked, in their role at the RTC, to take a regional perspective in their thoughts and their votes. He anticipates that they will eventually be voting members. Because the PPTF will not be taking action on RTC or Board items, their views will be as 'citizens of the region', and not representing a consensus of the PPTF. They will provide their feedback regarding the PCC/RTC meetings to the PPTF."

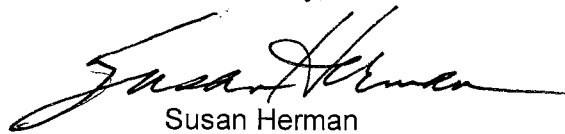


It is a fallacy to think that a PPTF member can vote with a "regional perspective" when he/she has no prior opportunity to discuss RTC action items in an open forum with other informed citizens in the region. At the November 15, 2012 inaugural PPTF meeting, Candace Snyder (Director, DVRPC Office of Public Affairs and Communications) confirmed that PPTF members who sit on the Regional Technical Committee (RTC) would be receiving their packet of information for preparation for the RTC meeting just prior to the meeting. This process does not enable the voting PPTF representatives on the RTC to gather formalized public input regarding action items that they will vote on, thus the process is flawed.

**We respectfully request that PPTF representatives on the RTC abstain from voting on action items unless they have followed a formalized process of obtaining public input on the proposed action. Without this, the Public Participation Task Force must rethink its approach or it will fail in its effort to have genuine regional public input.**

We appreciate the opportunity to read this letter into the public record at today's RTC meeting. We ask that this letter be referenced and included in its entirety in the minutes of today's meeting. We respectfully ask that the RTC and DVRPC Board respond to our request.

Sincerely,



Susan Herman  
President

CC: Candace Snyder; Director – Office of Public Affairs & Communications  
Brigid Hynes-Cherin; Regional Administrator, Federal Transit Administration Region III  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III  
Jim Mosca, PennDOT  
David Kuhn, NJDOT  
R.R.T.S. Membership (mass e-mail)  
Regional Citizens

January 16, 2013


Ms. Susan Herman  
President, Residents for Regional Traffic Solutions, Inc.  
P.O. Box 285  
Newtown, PA 18940

Dear Ms. Herman,

I am writing in response to your comment at the January 8, 2013 Regional Technical Committee (RTC) meeting and letter of the same date concerning citizen representation on the RTC. To correct a quote attributed to Candace Snyder, the Public Participation Task Force (PPTF) members who serve on the RTC receive a packet of information at the same time as every other RTC member. They do not receive information "just prior to the meeting." Citizen representatives are tasked with bringing their knowledge as a citizen to the RTC and to participate in those discussions with the other RTC members. Their responsibility is not to gather formalized public input on action items. This has never been the responsibility of any citizen representative on the RTC, including past Regional Citizens Committee (RCC) members, as you will recall.

Since 2011, DVRPC has instituted a "Public Comments to Board Actions" web commenting feature that gathers public input to be delivered directly to Board members, planning partners, and DVRPC staff. Members of the public may also submit emails, letters, or faxes on DVRPC actions, and are invited to directly comment at Board meetings. The Board, after all, is the final vote on all action items.

Sincerely,



Barry Seymour  
Executive Director

cc: Candace Snyder; Director, DVRPC Office of Public Affairs  
Brigid Hynes-Cherin; Regional Administrator, FTA  
Ernest Blais; Division Administrator, FHWA NJ  
Renee Sigel; Division Administrator, FHWA PA  
Tony Cho; Community Planner, FTA  
James Mosca; PENNDOT  
David Kuhn; NJDOT