

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 12, 2013

Location: The Enterprise Center at Burlington County College
3331 Route 38
Mount Laurel, NJ 08054

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation

Joyce Paul
James Simpson
Dave Kuhn

Pennsylvania Department of Transportation

James Ritzman
James Mosca

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

Amy Herbold
Josh Novotney
Christopher Sullivan
Diane Ellis-Marseglia
Lynn Bush

Chester County
Delaware County
Montgomery County

Ronald Bailey
Linda F. Hill
Leslie Richards
Jody Holton

Burlington County
Camden County

Carol Ann Thomas
Lou Cappelli

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

Andrew Levecchia
Richard Westergaard
Matthew Lawson
Jacqueline Parker
Rina Cutler
Edward Williams
Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration
New Jersey Division

Pennsylvania Division

Robert J. Clark
Calvin Edghill
Keith Lynch

U.S. Department of Housing and Urban Development,
Region III
U.S. Environmental Protection Agency, Region II
U.S. Environmental Protection Agency, Region III
Federal Transit Administration, Region III

Jonathan Crum

(not represented)
(not represented)
(not represented)
Brigid Hynes-Cherin
Tony Cho

Southeastern Pennsylvania Transportation Authority
New Jersey Transit Corporation
New Jersey Department of Environmental Protection
Pennsylvania Department of Environmental Protection
Delaware River Port Authority
Port Authority Transit Corporation
New Jersey Office of Planning Advocacy
Pennsylvania Department of Community and
Economic Development

Cathy Popp-McDonough
Lou Millan
(not represented)
(not represented)
Barbara Holcomb
(not represented)
(not represented)

Lisa Worden

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Frederick D. Strober
Thomas Coleman

DVRPC Staff: Barry J. Seymour, Richard Bickel, John Ward, Patty Elkis, Paul Smith, Chris Puchalsky, Candy Snyder, Elisabeth Schoonmaker, Thomas McGovern, Jane Meconi, Kevin Murphy, and Renee Wise.

Guests

SEPTA
Citizen of Bucks County
Pennoni Associates

Elizabeth Smith
Sue Herman
Don Shanis

Call to Order - Chair's Comments

Chair James Simpson called the meeting to order at 1:36 p.m. and welcomed Robert Clark of the FHWA, NJ, and Brigid Hynes-Cherin of the FTA.

Public Comments on Agenda and Non-Agenda Items

Sue Herman, a citizen of Bucks County, questioned whether the changes requested to the October 24, 2013 minutes were made. Mr. Seymour responded that yes they were made.

1. Minutes of Meeting of October 24, 2013

A **motion** was made by Ms. Cutler, seconded by Mr. Lawson, to approve the minutes of October 24, 2013.

2. Transportation Improvement Program (TIP Actions)

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

2a. PA13-57: West Trenton Line Separation Project, (MPMS# 98235) **SEPTA**

SEPTA has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding the West Trenton Line Separation Project (MPMS# 98235) to the TIP in the amount of \$38,800,000 (FY14: \$10,000,000 TIGER V/\$1,000,000 Section 5307/\$1,000,000 State Section 1517/\$10,442,000 State Section 1514 Bond/\$7,223,000 CSX Local match/\$348,000 Local match, FY15: \$3,640,000 Section 5307/\$1,500,000 State Section 1517/\$3,530,000 State Section 1514 Bond/\$117,000 local match) for the Capital Asset Construction (CAP) phase.

On September 6, 2013, The West Trenton Line Separation Project was selected to receive \$10,000,000 in federal discretionary TIGER (Transportation Investment Generating Economic Recovery) funding. This project, which is in partnership with CSX Transportation, will separate SEPTA passenger rail and CSX freight rail operations along a six-mile portion of track owned by CSX between the Woodbourne, Pennsylvania, and West Trenton, New Jersey Stations. Currently, this shared segment of track carries 57 SEPTA trains each day, serving riders on the West Trenton Line. Ridership on the West Trenton Line has increased by more than 60 percent over the last decade -- to approximately 12,500 passenger trips on an average weekday -- making it one of the most heavily travelled routes in the transit system. The shared track span also provides a key route to moving goods throughout the Greater Philadelphia region, with over 20 freight trains passing through daily. It provides access to the Port of Philadelphia, making it critical to the local economy, and also has an impact nationally in linking CSX's north-south network.

Increased activity in both passenger and freight service has created heavy traffic and delays, particularly during commuter rush hour. By upgrading this six-mile stretch, including construction of a new four-mile track on the main portion for passenger trains, SEPTA and CSX will be able to relieve this congestion. There will also be upgrades to existing track and other infrastructure, which will allow for more efficient operations for

SEPTA and CSX. This project is replacing a track that was part of the system in the 1960s and is part of the rail right-of-way.

The project will also permit SEPTA to fully implement the unfunded mandate, by federal law, of Positive Train Control (PTC), the signal-based rail safety system. Freight and passenger rail PTC technologies are fundamentally different and interoperability is a formidable challenge for both SEPTA and CSX. PTC must be implemented throughout SEPTA's Regional Rail system and all other commuter and freight rail systems nationwide by the end of 2015.

In conjunction with the \$17,233,000 (\$10,000,000 TIGER V/\$7,223,000 CSX Local Match) in additional funds to the regions, SEPTA's formula funding has increased as a response to the Federal Transit Administration's (FTA) programs and changes authorized by MAP-21 (Moving Ahead for Progress in the 21st Century). Overall federal funding to SEPTA has not increased as previous competitive/discretionary funds have been eliminated, but the increase of formula funding does provide a more predictable funding environment. This action is associated with a set of formal and administrative actions taking place this month based on the federal funding changes.

Financial constraint will be maintained as some of these funds are additional to the region and by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were submitted by James Mascaro of Montgomery County who expressed support for the project.

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

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

PA13-57: SEPTA's request that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding the West Trenton Line Separation Project (MPMS# 98235) to the TIP in the amount of \$38,800,000 (FY14: \$10,000,000 TIGER V/ \$1,000,000 Section 5307/\$1,000,000 State Section 1517/\$10,442,000 State Section 1514 Bond/\$7,223,000 CSX Local match/\$348,000 Local match, FY15: \$3,640,000 Section 5307/\$1,500,000 State Section 1517/\$3,530,000 State Section 1514 Bond/\$117,000 local match) for the Capital Asset Construction (CAP) phase.

2b. PA13-58: Red Lion Road Pedestrian Crossing, (MPMS# 97975)
Montgomery County

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a new project to the TIP by programming the utility phase of a project, Red Lion Road Pedestrian Crossing (MPMS# 97975), in the amount of \$200,000 State 581 funds, in FY14.

The project is on Red Lion Road at the SEPTA Grade Crossing between Dale Road and Philmont Avenue in Lower Moreland Township, Montgomery County. Red Lion Road slopes downhill toward the railroad crossing and was not properly suited for pedestrian traffic due to no sidewalk access or a concrete crossing at the tracks. The improvements included a new pedestrian crossing consisting of precast concrete surface mounted panels, warning devices (hand men) which are incorporated into the current warning device system, new connecting sidewalks, ramps, and handrails as well as related earthwork and a retaining wall. The project will improve pedestrian safety and also provide a safe access route for children to get to school.

SEPTA was asked to do some improvements in the area of the crossing so that pedestrians would have the ability to walk down the street and cross the tracks at a designated area. SEPTA requested that PennDOT share the cost of the improvements. The Department reviewed the request and agreed to contribute funding toward the improvements. SEPTA also applied to, and received approval from the Public Utility Commission to alter the at-grade crossing. The overall cost of the project was \$360,000, with contributions from SEPTA totaling \$160,000 and the PennDOT totaling \$200,000. The Department will not contribute any additional funding towards the project outside of the requested/PUC ordered amount of \$200,000. The Department's and SEPTA's funding responsibilities for completion of the project are included in the 8/22/2013 P.U.C. order.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were submitted by John Boyle of the Bicycle Coalition of Greater Philadelphia who expressed support for 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:

PA13-58: PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new project to the TIP by programming the utility phase of a project, Red Lion Road Pedestrian Crossing (MPMS# 97975), in the amount of \$200,000 State 581, in FY14.

2c. PA13-59: Baker Station Road Bridge over East Branch of White Clay Creek (County Bridge #59), (MPMS# 98234) Chester County

Chester County has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a new Act 13 local bridge project, Baker Station Road Bridge over East Branch of White Clay Creek, (MPMS# 98234), to the TIP in the amount of \$700,000 (\$65,000 preliminary engineering, \$35,000 final design, and \$600,000 construction) in FY14 using the 2012 allocation of Act 13 funds. These are additional funds to the region.

This bridge was originally constructed in 1903 and consisted of steel plate girders, floor beams and metal corrugated decking supported by stone masonry substructure units. In 1986, the bridge was replaced with a 44 foot single span, noncomposite adjacent prestressed concrete box beam bridge founded on reinforced concrete abutments. The pre-stressed beams were designed to carry HS25-44 loading. The superstructure consists of seven prestressed box beams with a 2.5-inch thick bituminous wearing surface. This structure has no deck but a roadway width of 26 feet. The wearing surface is placed directly on the beams. The average daily traffic for this bridge is 245 vehicles per day.

Although the bridge is only 27 years old, it is a structurally deficient bridge as a result of its superstructure rating of serious (rating of 3) due to premature cracking of the adjacent non-composite pre-stressed concrete box beams.

The scope of the project includes replacement of the superstructure to correct the structural deficiency. Performing repairs on this structure will remove this bridge from structurally deficient status.

Act 13 of 2012, is a Pennsylvania State law which establishes a Marcellus Legacy Fund that allocates a portion of the Marcellus Shale Impact Fee to the Highway Bridge Improvement Restricted Account in the Motor License Fund. These funds are distributed to counties (proportionately based on population) and are to be used to fund the replacement or repair of locally owned (county or municipal), at-risk, deteriorated bridges. In collaboration with the County Commissioners Association of Pennsylvania

(CCAP), the Pennsylvania Department of Transportation (PennDOT) has defined an at-risk deteriorated bridge to be one that is structurally deficient including those that are posted with weight restrictions.

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

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Bailey, seconded by Mr. Lawson, that the Board approve the following TIP action:

PA13-59: Chester County's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new Act 13 local bridge project, Baker Station Road Bridge over East Branch of White Clay Creek, (MPMS# 98234), to the TIP in the amount of \$700,000 (\$65,000 preliminary engineering, \$35,000 final design, and \$600,000 construction) in FY14 using the 2012 allocation of Act 13 funds. These are additional funds to the region.

2d. NJ14-03: Pearl Street Bulkhead Replacement, (DB# D1007A) Camden County

Camden County has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding the Pearl Street Bulkhead Replacement (DB# D1007A) project back into the TIP in the amount of \$600,000 STP-STU funds for construction in FY14.

This project is a breakout from the ARRA Martin Luther King Waterfront Connection Bike/Ped project (DB# D1007). The project will rebuild a bulkhead along the waterfront and mill and overlay Pearl Street from Marine Drive to the Delaware River. This will increase bike safety by providing striped bike lanes within the project area for the existing and future regional trail system.

This project was in the FY2012 TIP and programmed with \$600,000 STP-STU for FY13 construction, but the County was not able to meet the federal authorization deadline for FY13 funds, which was recognized too late for the project funds to be shifted a year later and included in the new FY2014 TIP for New Jersey. The project needs to be added back into the TIP in order for Camden County to advance this project to construction in FY14.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee. Public comments were submitted by John Boyle of the Bicycle Coalition of Greater Philadelphia expressing support for the project.

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

MOTION by Mr. Cappelli, seconded by Mr. Williams, that the Board approve the following TIP action:

NJ14-03: Camden County's request that DVRPC amend the FY2014-2017 TIP for New Jersey by adding the Pearl Street Bulkhead Replacement (DB# D1007A) project back into the TIP in the amount of \$600,000 STP-STU funds for construction in FY14.

2e. NJ14-04: Light Rail Resiliency, (DB# T904) NJ TRANSIT

New Jersey Transit has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding the Light Rail Resiliency (DB# T904) project to the TIP by programming \$200,000 Section 5324 funds in Unobligated Prior Year Funding.

Funding is provided for improvements to the RiverLINE Light Rail to make signal and communication systems and related infrastructure more resilient to power outages/storms. Section 5324 is the Superstorm Sandy Relief Fund.

Financial constraint will be maintained as these funds are unobligated prior year funds.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were submitted by Ernest Cohen of Delaware County, expressing support for this project.

2f. NJ14-05: NJ TRANSIT System Repairs/Restoration, (DB# T906) NJ TRANSIT

New Jersey Transit has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding the NJ TRANSIT System Repairs/Restoration (DB# T906) project to the TIP by programming \$25,000 Section 5324 funds in Unobligated Prior Year Funding.

Funding is provided for the repairs and restoration to the RiverLINE and to support measures to address latent damages due to Superstorm Sandy. Section 5324 is the Superstorm Sandy Relief Fund.

Financial constraint will be maintained as these funds are unobligated prior year funds.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Lawson, seconded by Ms. Paul, that the Board approve the following TIP actions:

NJ14-04: New Jersey Transit's request that DVRPC amend the FY2014-2017 TIP for New Jersey by adding the Light Rail Resiliency (DB# T904) project to the TIP by programming \$200,000 Section 5324 funds in Unobligated Prior Year Funding.

NJ14-05: New Jersey Transit's request that DVRPC amend the FY2014-2017 TIP for New Jersey by adding the NJ TRANSIT System Repairs/Restoration (DB# T906) project to the TIP by programming \$25,000 Section 5324 funds in Unobligated Prior Year Funding.

3. Fiscal Year 2014 Planning Work Program Amendment

a. HSIP Design Assistance Program

Kevin Murphy, DVRPC Principal Transportation Planner for the Office of Transportation Safety and Congestion Management, explained that New Jersey DOT uses the MPOs to facilitate its Local Federal Safety Program, which makes HSIP funds available for the construction phase of eligible safety improvement projects on county routes. In the past, the state's program did not fund project design. DVRPC's proposed program will help New Jersey counties/cities access HSIP funds for design assistance.

Specifically, the program would use \$500,000 HSIP funds to hire a consultant(s) to design HSIP-eligible safety projects. As per FHWA criteria, candidate project locations must be identified through a data-driven process, and the resulting project must have a demonstrated safety benefit. In collaboration with county/city partners, DVRPC will draw on recommendations from its safety work (e.g. Road Safety Audits, etc.) and from a county-route network screening analysis to identify candidate locations. DVRPC will also assist with analysis to support countermeasure selection and in defining a project's safety benefit, including a Highway Safety Manual analysis if needed.

DVRPC will manage the consultant selection process and the contract administration once under way. The counties/cities will manage technical details of the project and coordinate with the design consultant.

Because HSIP funds are available each year through 2017, it is recommended that \$500,000 be set aside for design assistance during FY14 and FY15, in anticipation that this program will continue. The \$500,000 would be provided via the NJ TIP \$1,000,000 Local Safety Initiatives line item DB#04314 in FY14 for this FY 2014 work program amendment. Note that the other \$500,000 from the TIP line item in FY14 is proposed as a component of the FY 2015 DVRPC Unified Planning Work Program (UPWP) also for this design assistance program.

Favorable recommendation was received from the Regional Technical Committee.

Public Comments were received from Kathryn Russo of Camden County who expressed her desire to see a portion of the program designated for pedestrian crossings on certain roads. A response from DVRPC followed, explaining that the criteria for selecting projects are not so specific and that individuals are encouraged to work with their county planning departments to explore particular projects. Public comments were received from John Boyle of the Bicycle Coalition of Greater Philadelphia, expressing support for the project and emphasizing his desire to have an equitable portion of the HSIP funds awarded to improve bike/pedestrian safety.

MOTION by Ms. Thomas, seconded by Mr. Lawson, that the Board amend:

The DVRPC FY 2014 Unified Planning Work Program to include the New Jersey HSIP Design Assistance Program. Further, amend or modify the FY14 TIP for New Jersey to make \$500,000 FY14 HSIP funds available for this program from DB#04314 (TIP Action NJ14-07).

4. Approval to Release the DVRPC Draft Fiscal Year 2015 Planning Work Program for Review and Comment

Barry Seymour, DVRPC Executive Director explained to the Board that authorization is being sought to distribute for review and comment the Draft Fiscal Year 2015 Planning Work Program 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.

Comments will be due on the Draft Work Program by January 13, 2014 and they

will be presented at the regular January Board Meeting for adoption.

Favorable recommendation from the RTC was received for the selected special study projects under SRHPP and the TSP program, however, the RTC did not review the entire Work Program Document for recommendation.

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

MOTION by Ms. Cutler, seconded by Ms. Richards, that the Board authorize distribution of the DVRPC Draft Fiscal Year 2015 Planning Work Program for review and comment.

DISCUSSION ITEMS

5. One Minute Reports

Barbara Holcomb, DRPA, thanked DVRPC staff for a great Regional Trails Program Press event, which took place on November 13 at 2:30 pm at the base of the Ben Franklin Bridge in Camden, New Jersey.

Lou Millan, NJ Transit, thanked everyone for their support of the actions taken at the meeting, which will benefit NJ Transit.

Cathy Popp-McDonough, SEPTA, thanked everyone for their support on TIP action PA13-57 (West Trenton Line Separation Project, (MPMS# 98235)).

Robert Clark, FHWA, NJ, thanked Commissioner Simpson for his warm welcome.

Keith Lynch, FHWA, PA, reported that he is happy about the passing of PA's transportation bill and expects to see some funding flowing to the region soon.

James Ritzman, PennDOT, thanked everyone for their work and support of the PA transportation bill. There is the expectation that money will be available for deployment this year and the impact should be seen right away.

Leslie Richards, Montgomery County, expressed that being involved in the inner-workings of the PA transportation bill for the first time was a very interesting experience.

Linda Hill, Delaware County, reported that Delaware County adopted their *Delaware County 2035* plan last week. It is a Comprehensive Policy Framework Plan for the County that establishes an overall vision for the future of the County through the year 2035.

6. Executive Director's Report

a. Pennsylvania Transportation Funding

Mr. Seymour reported that the PA transportation funding bill was signed on November 25 and it raises an additional \$2.3 billion after five years. The split of money equals out to \$1.8 billion for highways and \$500 billion for transit. Mr. Seymour also called the Board's attention to the document in their folders on bonds, as proposed by Senator Casey.

b. Regional Trails Program Press Event

Mr. Seymour noted that the Regional Trails Program Press event took place on November 13 in Camden, NJ with Freeholder Director Lou Cappelli in attendance. He expressed his thanks for a great event.

c. Federal Interagency Committee

Mr. Seymour reported that he presented at the Federal Interagency Committee recently, where he saw a range of activities. He noted that it was good to share and make connections.

d. Environmental Justice and Public Participation Update

Mr. Seymour called the Board's attention to the Environmental Justice and Public Participation Update memo in their folders.

e. WTS Philadelphia Woman of the Year Award

Mr. Seymour congratulated Montgomery County Commissioner Leslie Richards for winning the WTS Philadelphia's Woman of the Year Award.

7. Committee Reports

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

(1) Regional Technical Committee; (2) Regional Safety Task Force; (3) 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 2:07 p.m. on a **MOTION** by Ms. Cutler, seconded by Mr. Novotney.

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I certify that this is a true and correct copy.

Renee Wise, Recording Secretary