

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 26, 2015

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
Pennsylvania Department of Transportation

Joyce Paul
Dave Kuhn
James Ritzman
James Mosca
Chris Howard
(not represented)
Nedia Ralston
Diane Ellis-Marseglia

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

Lynn Bush
Ronald Bailey
John McBlain
Linda Hill

Chester County
Delaware County

Montgomery County
Burlington County
Camden County

Jody Holton
Carol Ann Thomas
Lou Cappelli
Andrew Levecchia
Richard Westergaard
Donna Lewis
Matthew Lawson
William Payne
Rina Cutler
Edward Williams
Jeffrey Wilkerson

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

(not represented)

Pennsylvania Division

(not represented)

U.S. Department of Housing and Urban Development,

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

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andrew Bockis
New Jersey Co-Counsel	Stephen E. Raymond

DVRPC Staff: Barry J. Seymour, John Ward, Patty Elkis, Paul Smith, Elizabeth Schoonmaker, Candy Snyder, Rick Murphy, Kwan Hui, Taghi Ozbeki, Tom McGovern, John Griffies, Jane Meconi, Elise Turner, Zoe Neaderland, Sarah Oaks, Rob Graff, Mike Boyer, Brett Fusco, Ted Dahlburg, Sean Greene, Chris Pollard, Ken Peters, Sandy Clark, Julia Strapp, Kevin Murphy, Alison Hastings, Dave Anderson, and Renee Wise.

Guests

Camden County Police Department	Chief J. Scott Thompson
	Deputy Chief Joe Williams
Camden County Municipal Utilities Authority	Marge Dellavecchia
Mayor's Office of Transportation and Utilities	Andrew Stober
City of Camden	Novella Hinson
CCCTMA	William Ragozine
Residents for Regional Traffic Solutions, Inc.	Sue Herman

Call to Order - Chair's Comments

Chair Diane Ellis-Marseglia called the meeting to order at 10:04 a.m. and asked if there was any press in the room or anyone recording the meeting. Ms. Marseglia welcomed Nedra Ralston, Pennsylvania Governor's Policy and Planning Office representative.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

Action Items

1. Minutes of Meeting of February 26, 2015

A **motion** was made by Ms. Cutler, seconded by Mr. McBlain, to approve the minutes of February 26, 2015.

2. Transportation Improvement Program (TIP Actions)

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

2a. PA15-30: Municipal Bridge Retro-Reimbursement Program, (MPMS #102105), Various Counties

DVRPC is requesting that the Board approve Forsythia Crossing Bridge in Middletown Township, Bucks County and the recommended funding as part of the DVRPC Municipal Bridge Retro-Reimbursement Program; modify the FY2015 TIP for Pennsylvania by adding the new municipal bridge project to the TIP for retro-reimbursement; (Funds will be drawn down for reimbursement at the appropriate time) and increasing the Later Fiscal Years funding in FY21 by \$404,431 State 183/\$78,827 Local.

PennDOT is responsible for the third highest number of bridges in the nation and has a high need to reduce the number of structurally deficient bridges. The number and condition of structurally deficient (SD) bridge structures is a national issue, and the DVRPC region is severely impacted. Forty percent (40%) of locally owned bridges over 20 feet (20') are SD. There are approximately 818 locally owned bridges in the DVRPC region 20' and over for which PennDOT has existing data. DVRPC is currently working with PennDOT to inventory local infrastructure needs. The Municipal Bridge Retro-Reimbursement Program was established in recognition that the condition of local facilities is an enormous emerging issue that needs to be addressed.

PennDOT's retro-reimbursement process differs from the traditional design-to-construction process for capital projects. Local bridge projects that follow "traditional" delivery employ federal procedures and must follow the full PennDOT project development and review process. Local bridge projects that follow a "retro-reimbursement" process follow the state liquid-fuel procedure, which streamlines reviews and delegates PennDOT reviews to the local sponsor. In the retro-reimbursement procedure, PennDOT will still perform a structural adequacy review of the structure. A municipality that follows the retro-reimbursement process will use local

funds to rehabilitate or replace the bridge and then request reimbursement from PennDOT.

PennDOT will pay 80 percent (80%) of the documented costs for design, engineering, right-of-way, utility, construction (including construction inspection and construction engineering); while the municipality will be responsible for the remaining 20 percent of the cost. Funds will not be reimbursed until the project is 100 percent completed, funds from Municipal Bridge Line Item (MPMS #102105) are available, all invoices have been submitted to the appropriate agency, and Appendix B (Additional Project Information) has been submitted to DVRPC within three months after the award announcement.

Due to the high level of need, the funding level of this selection round was increased in the LFY in order to accommodate additional bridge structures. This funding level of this program will be re-evaluated in time for the FY2017 PA TIP Update.

The bridge that has been selected for funding is:

Bucks County

1. Forsythia Crossing over Mill Creek in Middletown Township \$483,258 (\$404,431 State 183/\$78,827 Local) (Bridge Key 48823);

Forsythia Crossing Bridge was originally eliminated from the proposed candidate's list that was recommended for approval in December 2014 due to the bridge being deemed ineligible due to an error in the application. Upon correction, the structure is deemed eligible for the program.

Not all municipal bridges were eligible under this program. Only bridge rehabilitation or replacement that could demonstrate the following were considered: they must be locally owned by a municipality within Bucks, Chester, Delaware, and Montgomery Counties; the bridge must have a structurally deficient status (SD); rehabilitation or replacement work must remove the SD status; the bridge deck must be at least 20 feet; the bridge must be listed on the PA Bridge Bill or PA Capital Budget; and the bridge must include a letter of support from the county Planning Director with the application.

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.

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

MOTION by Ms. Cutler, seconded by Mr. Ritzman, that the Board

approve the following TIP action:

PA15-30, DVRPC's request that the Board approve Forsythia Crossing Bridge in Middletown Township, Bucks County and the recommended funding as part of the DVRPC Municipal Bridge Retro-Reimbursement Program; modify the FY2015 TIP for Pennsylvania by adding the new municipal bridge project to the TIP for retro-reimbursement; (Funds will be drawn down for reimbursement at the appropriate time) and increasing the Later Fiscal Years funding in FY21 by \$404,431 State 183/\$78,827 Local.

Bucks County

1. Forsythia Crossing over Mill Creek in Middletown Township \$483,258 (\$404,431 State 183/\$78,827 Local) (Bridge Key 48823);

2b. PA15-31: Little Washington Road Bridge over Culbertson Run, (MPMS #14236), Chester County

PennDOT has requested that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by federalizing (add federal funds) to the Little Washington Road Bridge over Culbertson Run project, by replacing \$2,040,000 State 581 funds with federal STU funds for the construction phase in FY16. In order to establish FHWA as the lead environmental reviewing agency, federal funds must be programmed on the project. There is no cost change to this project.

This project involves replacing a bridge, reconstructing the approach roadway, and minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network.

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.

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

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

PA15-31, PennDOT's request that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by federalizing (add federal funds) to the Little Washington Road Bridge

over Culbertson Run project, by replacing \$2,040,000 State 581 funds with federal STU funds for the construction phase in FY16.

2c. PA15-32: Regional Rail Signal Modernization Program, (MPMS #60255), SEPTA

SEPTA is requesting that the Board amend the FY2015 - 2018 TIP for Pennsylvania by increasing the FY15 CAP phase by \$9,783,000 (\$1,086,000 Section 5337/\$2,526,000 Section 5309-S/\$3,232,000 Section 5307-S/\$2,844,000 State 1514/\$95,000 Local) for the Regional Rail Signal Modernization Program, (MPMS #60255) for two different projects: the Cynwyd Line Signals, Special work, and Right of Way project and the Positive Train Control project (PTC).

Funding is being increased for the Cynwyd Line Signals, Special work, and Right of Way Improvements project in the amount of 8,425,000 (\$2,526,000 Section 5309-S PennDOT BPT Federal Keystone Corridor Funds/\$3,232,000 Section 5307-S PennDOT BPT Federal Keystone Corridor Funds/\$2,581,000 Section 1514/\$86,000 Local). Further, PennDOT's Bureau of Public Transit (BPT) will program \$1,279,000 for this project in the Harrisburg Urbanized Area (UZA). This project benefits the Keystone Corridor Line, which is why the project is eligible to receive federal Keystone Corridor funds from multiple UZAs. The TIP for Harrisburg is also being amended with the additional federal funding for the Regional Rail Signal Modernization Program. The federal funds associated with the UZA of Harrisburg are non-transferable to another UZA and thus the TIP for Harrisburg must be amended to accommodate PennDOT's request to use the funds for SEPTA's Regional Rail Signal Modernization Program. Funding programmed outside of the regional TIP will be identified in a revised project description, and are additional funds to the region.

The Cynwyd Line Signals, Special work, and Right of Way project budget increase reflects refined cost estimates that were developed as the project advanced. The project will provide a new access route and track on existing railroad right-of-way from the Amtrak Harrisburg Line Track #4 to the "JEFF" interlocking on the Cynwyd Line (see graphic in Supporting Documentation Section of packet). This new access route will allow for the future abandonment of Amtrak's 'fly-over' bridge at 54th Street, due to concerns about its condition and replacement cost. A joint effort will be undertaken by Amtrak and SEPTA to construct this new access route, which includes installing new catenary structures and overhead catenary, new track, power-operated switches and signals. It will also provide for the repair and waterproofing of the existing under grade bridges at Jefferson Street and 52nd Street.

This project is being progressed in conjunction with the installation of a new Automatic Train Control (ATC) System on the Cynwyd Line, a necessary precursor to the future installation of the federally mandated Positive Train Control (PTC) system. Funding in the Regional Rail Signal Modernization Program (MPMS #60255) is also being

increased in the amount of \$1,358,000 (\$1,086,000 Federal Section 5337 / \$263,000 State Section 1514 / \$9,000 local) for the Positive Train Control project. The increase is to reflect budget revisions.

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

2d. PA15-33: Exton Station, (MPMS #93588), SEPTA

SEPTA is requesting that the Board amend the FY2015 - 2018 TIP for Pennsylvania by decreasing funding for Phase I of the Exton Station Project (MPMS #93588), in the DVRPC regional TIP, in the amount of \$11,071,000 (FY15: \$2,311,000 State 1514/\$78,000 Local, FY16 \$4,036,000 State 1514/\$133,000 Local, FY17: \$4,367,000 State 1514/\$146,000 Local). Funding for the project will still be reflected in the STIP, and the project will advance to construction in FY15.

Further, PennDOT's Bureau of Public Transit will program \$10,581,000 in FY15 federal funds for this project (\$2,566,000 million in the Harrisburg Urbanized Area (UZA) and \$8,015,000 in the Lancaster UZA). These are additional funds to the region. Funding outside of the Philadelphia UZA will not be programmed on the DVRPC Regional TIP but the funding will be identified in a revised project description. As a result of this change and an increase in prior year obligated funds, which are already in a grant, the Exton Station project is being decreased by \$11,071,000 in the DVRPC TIP. The total cost of Exton Station Phase I remains the same at \$17,700,000. Funding will be programmed as follows: \$1,420,000 in prior year funds, \$10,581,000 in PennDOT's federal funds outside of the region, and \$5,729,000 in SEPTA's state and local funding in the DVRPC Regional TIP.

This project benefits the Keystone Corridor Line, which is why the project is eligible to receive federal Keystone Corridor funds from multiple UZAs. The TIPs for Harrisburg and Lancaster are also being amended with the additional federal funding for the Exton Station project. The federal funds associated with the UZA of Harrisburg and Lancaster are non-transferable to another UZA and thus the TIPs for Harrisburg and Lancaster must be amended to accommodate PennDOT's request to use the funds for the Exton Station project.

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

Byron Comati, SEPTA, acknowledged that the work taking place with this project is very important and it is necessary to find new ways to assist with access on the Cynwyd Line. Tony Cho (FTA) explained that funding needed to be apportioned to urbanized

areas and therefore needed to be represented in the TIP. The public will be able to see this funding and where it has gone. DVRPC Executive Director Barry Seymour asked Ms. Schoonmaker to explain the Ardmore Station project and why it is moving as an administrative action and not an action item. Ms. Schoonmaker clarified that there is a memorandum of understanding (MOU) that dictates how actions come to the Board. This project is funded in the TIP and therefore does not meet the threshold for formal action because it is not a large amount of money. Ronald Bailey, Chester County, asked with the Exton Station project what will happen to the money that is being substituted from federal to state and SEPTA. Ms. Schoonmaker responded that it will go to other programs such as the bus purchase program, utility fleet renewals, catenary, and more.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Ms. Cutler, seconded by Ms. Holton, that the Board approve the following TIP actions

PA15-32, SEPTA's request that the Board amend the FY2015 - 2018 TIP for Pennsylvania increasing the FY15 CAP phase by \$9,783,000 (\$1,086,000 Section 5337/\$2,526,000 Section 5309-S/\$3,232,000 Section 5307-S/\$2,844,000 State 1514/\$95,000 Local) for the Regional Rail Signal Modernization Program, (MPMS #60255) for two different projects: the Cynwyd Line Signals, Special work, and Right of Way project and the Positive Train Control project (PTC). The project description will be edited to reflect the active project cost and where the remaining funds reside.

PA15-33, SEPTA's request that the Board amend the FY2015 - 2018 TIP for Pennsylvania decreasing funding for Phase I of the Exton Station Project (MPMS #93588), in the DVRPC regional TIP, in the amount of \$11,071,000 (FY15: \$2,311,000 State 1514/\$78,000 Local, FY16 \$4,036,000 State 1514/\$133,000 Local, FY17: \$4,367,000 State 1514/\$146,000 Local). The project description will be edited to reflect the active project cost and where the remaining funds reside.

2e. PA15-34: Highway Safety Improvement Program (HSIP) Set Aside Projects, (MPMS #Various), Various Counties

PennDOT has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding eleven (11) new Highway Safety Improvement Program (HSIP) funded projects to the TIP in the amount of \$19,573,000 for Preliminary Engineering and Construction in FY15 and FY16. These are additional funds to the region and were selected via the Statewide HSIP solicitation.

The intent of the statewide HSIP Set-a-Side is to implement systematic, low-cost safety improvements identified in the Intersection Safety Implementation Plan (ISIP) and the

Roadway Departure Safety Implementation Plan (RDIP), as well as to provide additional funding necessary to advance larger projects at Statewide High Crash Locations. In the pilot program in FFY14, 38 projects, totaling \$31.1 million were let under the statewide program. During the FY2015 STIP Update \$35 million per year was set-a-side for the statewide program.

For the current statewide HSIP Set-a-Side round, projects were solicited for a two-year program spanning FFY15 and FFY16. Almost \$121 million in candidate projects were submitted by the Districts with only \$70.9 million in projects being recommended for approval statewide. Candidates were reviewed by Central Office Bureau of Maintenance and Operation (BOMO) and the Center for Program Development and Management (CPDM) for overall HSIP funding eligibility, and for consistency with the intent of the HSIP Set-a-Side program.

The following are projects selected in the DVRPC region:

- 1.) A \$4,500,000 HSIP (FY15: \$1,575,000 for PE, FY15 \$1,941,000 for CON, FY16: \$984,000 for CON) funded District-wide Intersection Safety Implementation Plan (ISIP) Open End (Construction On-Demand) project (MPMS #104363) to address the top ranked feasible locations within five countermeasure categories. A safety countermeasure is an improvement which is designed to improve safety and to reduce the frequency or severity of a particular crash trend. Countermeasures have research that back their effectiveness for lowering crash trends. Prioritization will involve a dual approach: working down the provided ISIP lists for each category, as well as focusing on ISIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.
- 2.) A \$4,500,000 HSIP (FY15: \$1,575,000 for PE, FY15 \$1,941,000 for CON, FY16: \$984,000 for CON) funded District-wide Roadway Departure Implementation Plan (RDIP) Open End (Construction On-Demand) project (MPMS #104364) to address the top ranked feasible locations within eight countermeasure categories. Prioritization will involve a dual approach: working down the provided RDIP lists for each category, as well as focusing on RDIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.
- 3.) A \$2,240,000 HSIP (FY15: \$784,000 for PE, FY15 \$874,000 for CON, FY16: \$582,000 for CON) funded District-wide High Friction Surface (HFS) Treatment project (MPMS #104366) to install High Friction Surface dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable.
- 4.) A \$1,800,000 HSIP (FY15: \$630,000 for PE, FY15 \$702,000 for CON, FY16: \$468,000 for CON) funded New Falls Road project (MPMS #104365), in Bristol Township, Bucks County, for the installation of sidewalk, pedestrian countdown timers,

modification to left turn phasing and other signal improvements. This location was ranked in the top five percent of the 2012 High Crash Locations and has a statewide rank of four.

5.) A \$1,250,000 HSIP (FY15: \$437,000 for PE, FY15 \$488,000 for CON, FY16: \$325,000 for CON) funded Cable Median Barrier 2015-2016 project (MPMS #104391) for the installation of ten miles of cable median barriers along US 1 in Chester County. This project will complete the closure of median openings along expressways along the corridor and will make this systematic treatment 100 percent complete.

6.) A \$500,000 HSIP (FY15: \$175,000 for PE, FY15 \$195,000 for CON, FY16: \$130,000 for CON) funded Robbins Avenue ISIP project (MPMS #104367), in the City of Philadelphia, for the installation of pedestrian countdown signal heads at four intersections to mitigate crossing during the flashing hand interval. The project will also install 170 new controllers and mast arms with two overhead signals for motor vehicles on Robbins Street at 4 intersections. The corridor will be interconnected with fiber optic cable. This corridor has a 2012 rank of 65 for statewide High Crash Locations.

7.) A \$800,000 HSIP (FY15: \$280,000 for PE, FY15 \$312,000 for CON, FY16: \$208,000 for CON) funded Cottman Avenue ISIP project (MPMS #104368), in the City of Philadelphia, for the installation of pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install 170 new controllers at 16 intersections and additional second overhead signals for motor vehicles on Cottman Avenue at eight intersections. The corridor will be interconnected with fiber optic cable. This corridor is in the top five percent of High Crash Locations and has a statewide rank of 17 for 2012.

8.) A \$983,000 HSIP (FY15: \$344,000 for PE, FY15 \$383,000 for CON, FY16: \$256,000 for CON) funded Levick Street ISIP project (MPMS #104381), in the City of Philadelphia, for the installation of pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install 170 new controllers and mast arms with two overhead signals for motor vehicles on Levick Street at 7 intersections. The corridor will be interconnected with fiber optic cable. This corridor is in the top five percent of High Crash Locations and has a statewide rank of 11 for 2012.

9.) A \$1,000,000 HSIP (FY15: \$350,000 for PE, FY15 \$390,000 for CON, FY16: \$260,000 for CON) funded Kelly Drive Novachip project (MPMS #104383), in the City of Philadelphia, for the installation of the Novachip application to address the wet pavement crashes on a corridor. The resurfacing involves applying Novachip to the pavement, which is a thin application of liquid asphalt emulsion and a single layer of stone, coated with asphalt. The purpose of this Novachip application is to seal the pavement from water and extend the life of the pavement. The life cycle of very high friction values for a Novachip application has shown to be approximately ten years

which is in line with replacement of any asphalt pavement surface. This corridor will surely rank high on any new statewide High Crash List due to several fatalities in recent years not yet picked up on the 2012 HCL. The Center Line Rumble Strips (CLRS) are being proposed to address opposing direction sideswipes and head on which accounts for 25% of total crashes.

10.) \$1,200,000 HSIP (FY15: \$420,000 for PE, FY16: \$780,000 for CON) funded Ridge Avenue ISIP project (MPMS #104385), in the City of Philadelphia, for the installation of pedestrian countdown signal heads at 12 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers at 11 intersections with mast arms and two overhead signals per approach for motor vehicles on Ridge Avenue at 11 intersections. The corridor will be interconnected with fiber optic cable. This corridor ranks 138 on the statewide 2012 High Crash Locations.

11.) \$800,000 HSIP (FY15: \$280,000 for PE, FY15 \$312,000 for CON, FY16: \$208,000 for CON) funded Cobbs Creek HFS project (MPMS #104386), in the City of Philadelphia, for the installing High Friction Surfaces (HSF), dotted extension pavement markings, pedestrian countdown timers at intersections. The roadway was last paved in 2010 and wet pavement crashes came down for a couple of years and have now begun to spike back up markedly. The CLRS are being proposed to address opposing direction sideswipes which accounts for 10% of total crashes.

All of these projects are estimated to be let in June 2015.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA15-34, PennDOT's request that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania adding eleven (11) new Highway Safety Improvement Program (HSIP) funded projects to TIP in the amount of \$19,573,000 for Preliminary Engineering and Construction in FY15 and FY16. These are additional funds to the region.

1.) \$4,500,000 HSIP (FY15: \$1,575,000 for PE, FY15 \$1,941,000 for CON, FY16: \$984,000 for CON) for District-wide Intersection Safety Implementation Plan (ISIP) Open End project (Construction On-Demand) (MPMS #104363).

- 2.) \$4,500,000 HSIP (FY15: \$1,575,000 for PE, FY15 \$1,941,000 for CON, FY16: \$984,000 for CON) for District-wide Roadway Departure Implementation Plan (RDIP) Open End (Construction On-Demand) project (MPMS #104364).
- 3.) \$2,240,000 HSIP (FY15: \$784,000 for PE, FY15 \$874,000 for CON, FY16: \$582,000 for CON) funded District-wide High Friction Surface (HFS) Treatment project (MPMS #104366).
- 4.) \$1,800,000 HSIP (FY15: \$630,000 for PE, FY15 \$702,000 for CON, FY16: \$468,000 for CON) for New Falls Road project (MPMS #104365), in Bristol Township, Bucks County.
- 5.) \$1,250,000 HSIP (FY15: \$437,000 for PE, FY15 \$488,000 for CON, FY16: \$325,000 for CON) for Cable Median Barrier 2015-2016 project (MPMS #104391).
- 6.) \$500,000 HSIP (FY15: \$175,000 for PE, FY15 \$195,000 for CON, FY16: \$130,000 for CON) for Robbins Avenue ISIP project (MPMS #104367), in the City of Philadelphia.
- 7.) \$800,000 HSIP (FY15: \$280,000 for PE, FY15 \$312,000 for CON, FY16: \$208,000 for CON) for Cottman Avenue ISIP project (MPMS #104368), in the City of Philadelphia.
- 8.) \$983,000 HSIP (FY15: \$344,000 for PE, FY15 \$383,000 for CON, FY16: \$256,000 for CON) for Levick Street ISIP project (MPMS #104381), in the City of Philadelphia.
- 9.) \$1,000,000 HSIP (FY15: \$350,000 for PE, FY15 \$390,000 for CON, FY16: \$260,000 for CON) funded Kelly Drive Novachip project (MPMS #104383), in the City of Philadelphia.
- 10.) 1,200,000 HSIP (FY15: \$420,000 for PE, FY16: \$780,000 for CON) funded Ridge Avenue ISIP project (MPMS #104385), in the City of Philadelphia.
- 11.) \$800,000 HSIP (FY15: \$280,000 for PE, FY15 \$312,000 for CON, FY16: \$208,000 for CON) for Cobbs Creek HFS project (MPMS #104386), in the City of Philadelphia

2f. NJ14-78: Local CMAQ Initiatives, (DB# X065), Various Counties

DVRPC has requested that the DVRPC Board amend the FY2014 - 2017 TIP for New Jersey by adding the project NJ DEP Clean Diesel Initiative, to the TIP in the Line Item: Local CMAQ Initiatives (DB# X065), in the amount of \$290,000 CMAQ in FY15.

The NJ DEP Clean Diesel Initiative will retrofit transportation construction equipment with Diesel Particulate Filters. Diesel Retrofits are specifically mentioned in FHWA CMAQ guidance as beneficial. NJ DEP recommended that pollution control devices be installed on equipment used on construction projects, with preference given to selecting projects in urban areas where cumulative exposure to pollution creates a disproportionate impact on the people living in those communities. The top priority location in the DVRPC region identified by NJ DEP is the I-295/42/I-76 Direct Connection project in Camden County, which has already been evaluated for participation. Thirteen (13) pieces of equipment in use on the New Jersey Turnpike in Mercer County have also been identified for participation. This program will complete approximately 13-30 retrofits. Currently, \$290,000 in DVRPC's Local CMAQ Initiative Line Item will be directed to this effort for the 13 retrofits on the Direct Connect. The balance of funds, for the New Jersey Turnpike, would come from statewide NJDOT CMAQ funds once a firm FY15 schedule for obligation can be identified. Once the schedule is confirmed an administrative action to increase the amount of CMAQ funding (approximately \$250,000), will take place.

Diesel exhaust poses a serious health risk. According to NJ Department of Environmental Protection, diesel construction vehicles and equipment represent one of the largest sources of diesel exhaust and non-road diesel vehicles contribute more than twice as much diesel particulate matter to the air than do on-road diesel vehicles, with diesel exhaust the #1 air toxic in New Jersey. These pollutants can affect people using equipment, and others who live and work in the area. Unlike the cars and trucks that most people drive, non-road diesel vehicles do not come with emission control technologies already installed to reduce harmful emissions.

The installation of Diesel Particulate Filters (DPF's) on non-road construction equipment reduces particulate matter by a minimum of 85%. Reducing particulate matter results in cleaner air, decreased incidence of asthma, and heart and lung disease, especially for children and elderly populations that are most sensitive to air pollution.

Financial constraint will be maintained by using the balance of FY 15 CMAQ funds in the Local CMAQ Initiative. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

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

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

NJ14-78, DVRPC's request that the DVRPC Board amend the FY2014 - 2017 TIP for New Jersey by adding the project NJ DEP Clean Diesel Initiative, to the TIP in the Line Item: Local CMAQ Initiatives (DB# X065), in the amount of \$290,000 CMAQ in FY15.

2g. NJ14-81: Princeton-Hightstown Road Improvements, CR 571, (DB# D0701), Mercer County

Mercer County has requested that DVRPC modify the FY2014 - 2017 TIP for New Jersey by delaying the \$800,000 STATE-DVRPC funded Final Design phase from FY14 to FY15, and by delaying Construction (CON) and increasing the CON cost by \$100,000 from an overall \$9,900,000 from FY15 (\$3,300,000 STP-STU), FY17 (\$3,300,000 STATE-DVRPC), and FY19 (\$3,300,000 STP-STU) to an overall CON amount of \$10,000,000 in FY18 (\$1,300,000 STP-STU), FY19 (\$4,600,000 STP-STU), and FY20 (\$4,100,000 STP-STU). Final Design will advance and be encumbered in FY15 by using FY15 Appropriated STATE-DVRPC funds instead of advancing and encumbering funds appropriated in FY14. The first year of CON will be delayed to FY18 due to the delay of Final Design.

Funds will provide for improvements to Princeton-Hightstown Road (CR 571) in West Windsor Township from the intersections of Clarksville Road (CR 638) to Wallace-Cranbury Road (CR 615) near the Princeton Junction rail station. Improvements will include "Main Street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes, and no additional through travel lanes. Lowering the speed limit to 20 MPH will also be considered. Princeton-Hightstown Road (CR 571) is a Principal Arterial serving as the only direct link between the NJ Turnpike, Princeton Junction train station, U.S. Route 1, and Princeton Township and Borough.

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.

Mr. Seymour noted that there will be a call for new CMAQ projects this Spring.

Favorable recommendation was received from the Regional Technical Committee.

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

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

NJ14-81, Mercer County's request that DVRPC modify the FY2014 - 2017 TIP for New Jersey by delaying the \$800,000 STATE-DVRPC funded Final Design phase from FY14 to FY15, and by delaying Construction (CON) and increasing the CON cost by \$100,000 from an overall \$9,900,000 from FY15 (\$3,300,000 STP-STU), FY17 (\$3,300,000 STATE-DVRPC), and FY19 (\$3,300,000 STP-STU) to an overall CON amount of \$10,000,000 in FY18 (\$1,300,000 STP-STU), FY19 (\$4,600,000 STP-STU), and FY20 (\$4,100,000 STP-STU).

3. DVRPC FY 2015 Work Program Amendment: New Jersey Resilient Coastal Communities Initiative

Rob Graff, Manager, Office of Energy and Climate Change Initiatives, explained that the New Jersey Department of Environmental protection has asked DVRPC to work with 11 municipalities in southern New Jersey to guide them through the New Jersey Coastal Management Program's Resilient Coastal Communities Initiative (RCCI). RCCI is a NOAA-funded program to help NJ's coastal communities become more resilient to coastal hazards and the impacts of climate change.

Coastal and tidal hazards currently pose threats to communities, their residents and assets. Projected increases in the severity of future coastal storms and sea level rise will likely worsen current conditions. This project will engage local decision makers and community stakeholders in a resiliency planning process. Such resiliency planning can help municipalities:

- Reduce exposure and vulnerability
- Reduce risk of loss of life
- Reduce recovery time from hazardous events
- Improve quality of life and community cohesiveness

Through this project, DVRPC will work with these 11 communities to assess vulnerabilities and identify strategies to make communities more resilient to current and future coastal hazards and the impacts of climate change.

Donna Lewis, Mercer County, asked how many municipalities were chosen for this program. Mr. Graff responded that the state of New Jersey asked for participants and that these are the 11 that responded and were chosen. Dr. Edward Williams, City of Camden, inquired as to whether the City of Camden could be involved in this program. Mr. Graff responded that the City of Camden did not apply for the program in time but that there are other funding opportunities available which will be forwarded along.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Howard, seconded by Mr. Williams, that the Board amend:

The DVRPC 2015 Planning Work Program to include the New Jersey Resilient Coastal Communities Initiative project, and authorize the Executive Director to enter into a contract with NJ DEP for this project.

4. FY 2016 PennDOT Transportation Management Association Assistance Grant Program Work Programs

Sarah Oaks, Principal Planner, Office of Transportation Safety and Congestion Management, explained that PennDOT has provided funding for Transportation Management Association (TMA) activities since 1992. Support is intended to provide operating assistance to these public-private partnerships and to be one source of funds for their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. The current form of this program, begun in 1995, is ongoing but renewable annually. PennDOT and DVRPC have shared joint oversight of work program development and execution since 2002.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City and partners with the City of Philadelphia. The individual Work Programs as submitted describe the efforts each of them plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC staff, SEPTA, PennDOT Central Office, PennDOT District 6, and the DVRPC TMA Policy Committee.

The maximum allowable grant is \$192,000 per TMA, and each TMA has applied for that amount. The full application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of each application indicates each applicant is able to meet their match requirement.

Draft work programs for each applicant were released for comment in February. Comments received by the closing date of February 20 were incorporated and the final documents are now ready for approval. DVRPC staff will make TMA work programs and/or full applications available to interested Board members as requested. It should be noted that beginning in FY 2015 each TMA was required to report performance metrics. In FY 2016 each TMA will for the first time have targets and goals for each work program element.

Byron Comati, SEPTA, asked whether there are new requirements in terms of how the TMAs are structured and whether there is a measure for compliance in place. Ms. Oaks responded that there is no measure of compliance but that this is a roadmap for the future.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. McBlain, seconded by Mr. Bailey, that the Board:

Approve and forward to PennDOT for their approval the FY 2016 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600 CMAQ, \$230,400 TMA match).

5. FY 2016 Mobility Alternatives Program Work Programs

Sarah Oaks, Principal Planner, Office of Transportation Safety and Congestion Management, explained that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need to reduce highway congestion from businesses, schools, and other organizations through voluntary measures. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the Clean Air Council (in Philadelphia), SEPTA, and DVRPC staff. Efforts of these contractors are directed to highly congested corridors or large employers within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride and Emergency Ride Home programs, and participation in outreach for RideECO and the Air Quality Partnership.

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

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the maximum of \$67,450 each. The Clean Air Council, working on behalf of the City of Philadelphia, has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes overall program administration, Share-A-Ride operations, Emergency Ride Home administration, and program marketing efforts. The full application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match). Staff has reviewed all applications; each one submitted shows appropriate financial standing as well as acceptable work scopes. The DVRPC TMA Policy Committee has also reviewed and accepted these work programs.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. McBlain, seconded by Ms. Holton, that the Board:

Approve and forward to PennDOT for their approval the FY 2016 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, The Clean Air Council, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

DISCUSSION ITEMS

6. One Minute Reports

Barbara Holcomb, DRPA, reported that PATCO is close to accepting the newly refurbished rail cars and is just waiting for the servicing and inspection procedure manuals. The cars are anticipated to enter service in early April. Current work on track 1 is proceeding well and a late May/early June completion date is expected.

Byron Comati, SEPTA, reported that there were two public workshops associated with the King of Prussia Rail planning process. These were the second and third workshops as part of the DEIS process to involve the public and share with them what the four mile extension could/will do. The sessions were well attended, with approximately 270 participants.

Jim Ritzman, PennDOT, reported that work has begun for a 2017 program update. There will be a public meeting online on April 16 from 7 p.m. to 8 p.m. and Transportation Secretary Leslie Richards will be talking about the importance of public involvement and the State Transportation Commission's 2015 State Transportation Report and Act 89.

Dave Kuhn, NJDOT, reported that NJDOT is working on their draft FY16 Transportation Capital Program which will be coming out soon. There is a Senate Budget Hearing on it on April 2 and the Assembly Budget Hearing is on May 4. NJDOT would like to have that program out before those hearings.

Diane Ellis-Marseglia, Bucks County, reported that the Commissioners will be at what was formerly U.S. Steel facility in Fairless Hills. The County will be providing \$2 million in loan guarantees to match \$20 million of private money to open a new data center.

Edward Williams, City of Camden, welcomed Novella Hinson, Chief of Staff for Camden City Mayor Dana Redd, to the DVRPC Board meeting.

John McBlain, Delaware County, reported that a State of the County address was presented this past month. Details of the approved transportation projects over the past

year were reviewed. This coming Monday there will be a final public hearing on the Open Space Comprehensive Plan. The county hopes to adopt the plan on Earth Day.

William Payne, City of Chester, reported that one of the property owners in the city has benefited from the Rocky movie. One of the boxing gyms was chosen for the movie and was completely revamped at no cost for the shooting of the movie.

Presentation Item

7. Camden County Regional Police Force Initiative

Lou Cappelli, Camden County Freeholder Director, introduced Chief J. Scott Thompson who provided a presentation on the creation of the Department and its experiences to date. In 2011, Camden County entered into a Memorandum of Understanding (MOU) with the City of Camden and the Governor's Office to begin exploring the creation of a county-wide Police Department, to be available to all municipalities in the county on a voluntary basis. Today, the Camden County Police Department is in operation, as the first countywide program in the state, showing significant reduction in crime in the City of Camden.

Mr. Seymour noted that it seems that part of the objective of the county force was to think about economies of scale. He inquired as to whether there are plans for expansion. Mr. Cappelli responded that they have talked to three other municipalities so far where the County Police Department could also provide service.

8. Philadelphia Bike Share

Andrew Stober, Chief of Staff in the Mayor's Office of Transportation and Utilities, explained that this spring, the City of Philadelphia will launch their new bike share program. Branded as Indego, with sponsorship support from Independence Blue Cross, the program will launch with over 60 stations and 600 bikes, serving an area that stretches from the Delaware River into West Philadelphia and from South Philadelphia to North Philadelphia and Temple University's main campus.

Mr. Seymour noted that one of the bike share docking stations could be right outside DVRPC's front door. He also asked if there would be group or corporate memberships available. Mr. Stober responded that the city is working with DVRPC on this bulk membership program. The city is also working with hotels in the area. Don Shanis, Pennoni Associates, asked if there is something being done with the fares. Mr. Stober responded that the fares will be released to the public soon.

INFORMATION ITEM

I-95 Redesignation

John Ward, DVRPC Deputy Executive Director, explained that the upcoming construction of an interchange between I-95 and the Pennsylvania Turnpike (I-276) will redirect the designation of I-95 west onto the PA Turnpike, across the Delaware River Bridge into New Jersey and north on the New Jersey Turnpike. This means that the existing roadway designated as I-95 between I-276 in Bucks County and US 1 in Mercer County will need to be renumbered with a new Interstate number.

In 2006, the Pennsylvania Turnpike Commission (PTC) presented a proposal to DVRPC that indicated both PennDOT and NJ DOT had agreed to submit an application to AASHTO's Interstate Numbering Committee to extend the I-195 designation from I-195's western terminus at I-295 north around Trenton, over the Scudder Falls Bridge and south to I-276. In 2007 AASHTO gave conditional approval for this redesignation.

As PTC was preparing a submittal for final approval in 2014, some issues arose. An important issue was the disruption in NJ from the extension of I-195. This extension would have moved I-195's 0 milepost to the west about 15 miles to the Pennsylvania State line. Among other impacts, this would require NJ DOT to implement a re-signing plan on I-195 from the PA state line to the Garden State Parkway, a distance of approximately 50 miles at a significant cost.

Because of the issues, both state DOT's and FHWA Division Offices agreed on a switch that would redesignate existing I-95 as I-395 from the PA Turnpike in Bucks County to US 1 in Mercer County. This would require no changes to I-195 or I-295. The states submitted an application for I-395 to AASHTO but it was rejected. The use of I-395 along the segment in question apparently did not meet the requirements for the Interstate System numbering. AASHTO has recommended the states consider using an I-295 designation.

In January 2015, both states and FHWA Division Offices endorsed an I-295 designation and resubmitted an application. This new application proposes to extend the existing I-295 designation from its northern terminus at US 1 in a westerly direction across the Scudder Falls Bridge into Bucks County and end at I-276. At this time, PennDOT and NJ DOT are awaiting approval. Mr. Ward promised to report back with more information.

9. Executive Director's Report

a. Clean Air Excellence Award

Mr. Seymour reported that the U.S. EPA has awarded the Air Quality Partnership with a Clean Air Excellence award for their education and outreach efforts and acknowledged Sean Greene, DVRPC Manager of the Program.

b. Breaking Ground Conference

Mr. Seymour announced that DVRPC's Breaking Ground Conference took place on March 12. Speakers included Harriet Tregoning, Director of HUD's Office of Economic Resilience, and planning and retail specialist, Robert Gibbs. There were eight breakout sessions that focused on programs and initiatives that are building livable communities in Greater Philadelphia now and for the future. There were over 350 people in attendance. Speakers included Bucks County Commissioner and DVRPC Board Chair Diane Ellis-Marseglia, SEPTA's Joe Casey and Erik Johanson, as well as Brian O'Leary from Montgomery County.

b. Policy Analysis Committee

Mr. Seymour noted that there will be a Policy Analysis Committee meeting on April 10 in the morning. Materials were emailed to Board members and alternates. Mr. Seymour encouraged everyone to attend and to RSVP to Renee Wise.

c. Classic Towns Photo contest

The Classic towns contest is an opportunity to share what you love about living in a classic town or why you choose to visit a classic town. DVRPC is asking individuals to show off their favorite garden, main street display window, or post a picture of the most beautiful house on your street. Photos are due by April 5 and voting will take place between April 6 and April 20 and the winner will be announced before May 15. Mr. Seymour also encouraged Board members to attend DVRPC's Photo Day on Tuesday, June 30 at Dilworth Park.

d. Recent Report Releases

Safe Routes to Transit Pennsauken Transit Center - Lindenwold Station, and Princeton Junction Station, TRENTON LINE ACCESS STUDY: Improving Pedestrian & Bicycle Access to Regional Rail Stations on the I-95 Corridor; PA 291 Area Study; City of Trenton Natural Resource Inventory (NRI).

e. Stand Up for Transportation event

Mr. Seymour called the Board's attention to the Stand up for Transportation Event which will take place on Thursday, April 9 at 9:00 am at Philadelphia City Hall (Dilworth Park is the new west-side plaza). The event will be a rally in support of federal action to support transportation funding. This is timely because the current MAP-21 legislation, which is currently on extension, is now set to expire on May 31. While DVRPC is not a listed stakeholder, due to the advocacy nature of this event, the Commission will have an information table there. Governor Rendell, and former DVRPC Board Chair, now PennDOT Secretary Leslie Richards, will be among the speakers. Mr. Seymour encouraged Board members to attend.

f. New Jersey TransAction conference

Mr. Seymour reported that the annual New Jersey Transportation Conference and Expo TransAction 2015 will be held at the Tropicana Hotel, Casino and Conference Center, in Atlantic City, NJ on April 21st, 22nd, and 23rd (Tuesday, Wednesday & Thursday). TransAction 2015 will feature over 73 workshop sessions (4 & 5 concurrent throughout each day) specializing in bus, rail, roads, bridges, goods movement, pedestrian/bicycle, paratransit, community transportation, ports, and much more.

g. Staff transitions

Mr. Seymour noted that Candy Snyder, DVRPC's Director of Communications and Public Affairs, will be retiring on April 17. Ms. Snyder has been with DVRPC since October 1985, making the commute from Pottstown, Pennsylvania. Mr. Seymour thanked Ms. Snyder for her service and commitment to DVRPC and asked the Board to wish her well for the future.

10. Committee Reports

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

- (1) Regional Technical Committee
- (2) Regional Safety Task Force
- (3) Information Resources Exchange Group

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:55 a.m. on a **MOTION** by Ms. Cutler, seconded by Mr. Kuhn.

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

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary