

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PLANNING COORDINATING COMMITTEE/
REGIONAL TRANSPORTATION COMMITTEE
June 12, 2007 Meeting Highlights
DVRPC Conference Room, Philadelphia, PA

1. Call to Order - Chairman's Comments

Matthew Lawson (Mercer County) chaired the RTC meeting in the absence of Catherine Popp-McDonough (SEPTA).

2. Deputy Executive Director's Report

Dr. Don Shanis (DVRPC) updated attendees on the success of the DVRPC Annual Dinner, held at the Four Seasons Hotel on June 6, 2007.

3. Report on Regional Citizens Committee Activities

John Boyle provided information on the RCC meeting held on May 16, 2007. At that meeting RCC members approved most TIP actions. In general, the committee had trouble agreeing with new DEMO projects and earmarked funding. Comments related to the New Jersey TIP will be discussed at the next RCC meeting on June 19, 2007. John Boyle will also present an idea for a bike sharing program at this meeting.

ACTION ITEMS

4. Highlights of the Meeting of May 8, 2007

The highlights from the May 8, 2007 meeting of the PCC/RTC were presented for adoption.

Motion: by Brian Cuccia, seconded by Jessica Lucas to adopt the highlights for the May 8, 2007 PCC/RTC meeting.

Motion passed. All votes were cast in favor of the motion.

5. DVRPC Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker (DVPRC) presented six TIP amendments for consideration.

a. PA07-49: Deferrals Resulting in Technical Deletions from the TIP, (MPMS #'s 64494, 50640, 64811, 73864, 14515)

- 1) US 202, Swedesford Road to Route 29 Reconstruction Project Sec. 320), (MPMS #64494), Chester County**
- 2) I-95/Girard Point Bridge and Pavement Preservation Project, (MPMS #73864), Philadelphia**
- 3) PA 100, Shoen Road to Gordon Drive Widening Project, (MPMS #14515), Chester County**
- 4) PA100, US202 - US30 Bypass Highway Restoration Project, (MPMS #50640), Chester County**
- 5) Pineville Road over Pidcock Creek Bridge Replacement Project (MPMS #13242), Bucks County**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring phases for 5 projects in the TIP, (MPMS #'s 64494, 73864, 14515, 50640, 13242) to maintain fiscal constraint of the TIP for projects which are ready to advance, or to reflect a more accurate let schedule.

The construction phase of the US 202, Swedesford Road to Route 29 Reconstruction Project (MPMS #64494), would be deferred (estimated let date 3/15/2011), acknowledging that the construction of the US 202, 4 Overhead Bridges Rehabilitation project (MPMS #65613) must advance first and is ready to advance to construction.

The construction phase of the I-95/Girard Point Bridge and Pavement Preservation Project (MPMS #73864) would be deferred (estimated let date 1/15/2008), acknowledging that the River Road Flood Recovery Project (MPMS #78051 and #78050) is being identified by PennDOT as a higher priority and ready to advance to construction.

The construction phases for PA 100, Shoen Road to Gordon Drive Widening Project (MPMS #14515) has been deferred, acknowledging that the estimated let date for construction is not until October of 2010. Funds will be programmed to cover the cost increase associated with the reconstruction of PA309, Welsh to Highland Roads (MPMS #16477).

The construction phase of the PA100, US202 - US30 Bypass Highway Restoration Project (MPMS #50640) will be deferred. The construction phase of the Pineville Road over Pidcock Creek Bridge Replacement Project (MPMS

#13242) will be deferred. Funding would be used to cover accrued unbilled costs (AUC) of several projects noted on PennDOT's AUC constraint chart.

Motion: by Linda Guarini, seconded by Leo Bagley to amend the FY2007-2010 TIP for Pennsylvania by deferring phases for US 202, Swedesford Road to Route 29 Reconstruction Project (MPMS #64494); I-95/Girard Point Bridge and Pavement Preservation Project (MPMS #73864); PA 100, Shoen Road to Gordon Drive Widening Project (MPMS #14515); PA100, US202 - US30 Bypass Highway Restoration Project (MPMS #50640); and Pineville Road over Pidcock Creek Bridge Replacement Project (MPMS #13242), to reflect a more accurate let schedule and maintain fiscal constraint of the TIP.

Motion passed. One abstention. All other votes cast in favor of the motion

b. PA07-50: US 202, 4 Overhead Bridges Rehabilitation Project (Sec. 311) (MPMS #65613), Chester County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$17.5 million federal highway funds, acknowledging a toll credit match for the construction phase of the, US 202, 4 Overhead Bridges Rehabilitation Project (MPMS #65613). Currently this project is programmed for construction in FY07 and FY08 in the amount of \$9.9 million. This project includes the construction of four overhead bridges along US 202 in East Whiteland and Tredyffrin Townships.

The project cost was not updated in the TIP, and that combined with \$7.5 million in cost increases results in the need for an additional \$17.5 million for this section. Cost increases are attributable to structure costs (demolitions, limestone subsurface), fuel costs, and proposed bridge construction during the winter season. The increased funding will be programmed for construction in FY08 (\$1,895,000 NHS/\$0 toll credit match \$2,062,000 STU/\$0 toll credit match) FY09 (\$4,000,000 STU/\$ 0 toll credit match \$4,917,000 NHS/\$0 toll credit match), and FY10 (\$4,651,000 STU/\$0 toll credit match).

Motion: by Lee Whitmore, seconded by David Johnson to modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$17.5 million federal highway funds, acknowledging a toll credit match for the construction phase of the, US 202, 4 Overhead Bridges Rehabilitation Project (MPMS #65613).

Motion passed. All votes were cast in favor of the motion

c. PA07-51: River Road Flood Recovery Project (Site 5) (MPMS #78051), and River Road Flood Recovery Project - (Site 6) (MPMS #78050), Bucks County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by increasing the cost of 2 breakout projects to the TIP, and acknowledging \$768,000 federal flood funds and \$192,000 State funds made available to the project. The River Road Flood Recovery Project (Site 5) (MPMS #78051), and River Road Flood Recovery Project (Site 6) (MPMS #78050), Bucks County would be increased to a total cost of \$6,949,000 for both of these roadway sections.

River Road along the Delaware Canal, near the Delaware River has been severely damaged by flooding events over the last few years. Restoration of roadway and retaining structures is needed. Nine separate improvement sites have been identified, and a small amount of federal Flood funds with State match (\$768,000/\$192,000) have been received by PennDOT to assist with some of the repair work.

Site 5 of the River Road Flood Recovery Project (MPMS #78051), will program a total of \$48,000. Funds include \$6,000 STU/\$42,000 for the construction phase in FY07. Site 6 of the River Road Flood Recovery Project (MPMS #78050), will program a total of \$6,901,000. Funds include (\$768,000 Flood/\$192,000 State) for the construction phase, combined with (\$150,000/\$0 Toll credit match) for final design in FY07 and \$5,791,000 STU/\$ 0 Toll credit match for construction in FY08. This project will provide for recovery efforts in Solesbury Township along River Road for approximately .36 miles between Greenhill Road and Paxson Road.

Motion: by David Johnson, seconded by Leo Bagley to amend the FY2007-2010 TIP for Pennsylvania by increasing the cost of the River Road Flood Recovery Project (Site 5) (MPMS #78051), and River Road Flood Recovery Project (Site 6) (MPMS #78050), and acknowledging \$768,000 federal flood funds and \$192,000 State funds made available to the project.

Motion passed. All votes were cast in favor of the motion

d. PA07-52: PA309, Welsh Road to Highland Avenue Reconstruction Project (MPMS #16477), Montgomery County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$21.7 million for the construction phase of the, PA309, Welsh Road to Highland Avenue Reconstruction Project (MPMS #16477). The project includes the reconstruction of 4.7 miles of Route 309 between Highland Avenue and PA 63 (Welsh Road) in Upper Dublin and Lower Gwynedd Townships in Montgomery County. Improvements will include the replacement of three bridges, widening and rehabilitation of 5 bridges,

construction of three retaining walls, extension and rehabilitation of 4 culverts, sound wall barrier, engineered slopes, 3 stormwater management basins, utility locations, 3 signalized intersections, intersection improvements, 14 sign structures, construction of new ramps at the Norristown Interchange, and ramp reconstruction.

The cost increase is due to failure to accurately consider inflation of material and labor costs over the life of the project's multi-year construction period, underestimated mobilization costs, and omitted earthwork quantities (earth moved for excavation and embankment during project construction) costs. The estimate also did not take into consideration the contractor costs increases related to a laterally restricted work area and staged construction activities.

Motion: by Leo Bagley, seconded by John Boyle to modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$21.7 million for the construction phase of the, PA309, Welsh Road to Highland Avenue Reconstruction Project (MPMS #16477).

Motion passed. One abstention. All other votes cast in favor of the motion

e. PA07-53: Accrued Unbilled Costs (Various MPMS #'s), Various counties

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by accounting for Accrued Unbilled Costs for several TIP projects that have costs that exceed the federally authorized amount, mostly due to cost increases that come up at the time that the project is under construction. The cost increases are generally for smaller unforeseen issues that are not obvious until the "shovel is in the ground". PennDOT will usually pay for the cost increase with state funds at the time of the billing. The process of submitting for Accrued Unbilled costs allows PennDOT to seek federal reimbursement for eligible projects.

This action would allow PennDOT to process a series of actions at once, and totals \$15.880 million (\$13,503,000 federal/\$2,319,000 state/\$58,000 local). PennDOT's attached AUC fiscal constraint chart shows all of these actions, and which projects serve as the source of funds.

Motion: by Linda Guarini, seconded by Leo Bagley to modify the FY2007-2010 TIP for Pennsylvania by accounting for Accrued Unbilled Costs for several TIP projects.

Motion passed. All votes were cast in favor of the motion

f. PA07-54: Cruise Terminal Intermodal Facility (MPMS #TBD), DRPA/PATCO

DRPA/PATCO has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Cruise Terminal Intermodal Parking Facility Project (MPMS #TBD). The \$625,000 preliminary engineering phase of this project will be funded by a \$500,000 FY2005 FTA Section 5309 bus earmark combined with \$125,000 Local match. This project will ultimately include the design and construction of a new or renovated intermodal parking facility at the Philadelphia Cruise Terminal. The facility will function as an intermodal hub receiving passengers, along with their luggage, who are arriving at the terminal via automobile, bus, taxi, or airport shuttle. The existing parking facility is inadequate. DRPA has coordinated with FTA for approval to amend the project to include the construction phase of this project at a future date as the design gets underway. Funding will be programmed for preliminary engineering in FY07 (\$500,000 FTA/\$125,000 Local Match).

Motion: by Kenneth Lomax, seconded by Kathleen Zubrzycki to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Cruise Terminal Intermodal Parking Facility Project (MPMS #TBD).

Motion passed. All votes were cast in favor of the motion.

6. Adoption of the DVRPC FY2008-2011 TIP for New Jersey

DVRPC staff has worked with stakeholders to develop the DVRPC FY2008-2011 TIP for New Jersey as the region's official selection of transportation projects for federal funding. The document's public comment period runs through June 1, 2007. Chick Dougherty (DVRPC) requested a recommendation for adoption of the final program with recommended changes.

Motion: by Brian Cuccia, seconded by Carol Thomas to recommend Board adoption of the DVRPC FY2008-2011 TIP for New Jersey with recommended changes, as the region's official selection of transportation projects for federal funding.

Motion passed. All votes were cast in favor of the motion.

7. DVRPC Competitive Congestion Mitigation and Air Quality (CMAQ) Program

Every several years, DVRPC requests applications from public agencies, incorporated private firms, and non-profits to fund projects that help manage congestion and reduce emissions from vehicular sources. Chick Dougherty (DVRPC) requested a recommendation to open the 2007-2008 DVRPC Competitive CMAQ Program, funded through the DVRPC TIP for both Pennsylvania and New Jersey.

The suggestion of opening the Competitive CMAQ Program resulted in significant debate among RTC members concerned that previous CMAQ awarded projects were not yet complete, or in some cases were complete but not fully reimbursed. Many committee members supported the completion and reimbursement of all previously awarded projects prior to identifying new projects. To better understand the outstanding CMAQ commitments, DVRPC staff will post all CMAQ projects from previous years on the DVRPC website. Jerry Lutin (NJ TRANSIT) will also report back to the RTC at the next meeting on the status of CMAQ reimbursement payments for previously completed projects.

Motion: by David Johnson, seconded by Lee Whitmore to table the recommendation of the 2007-2008 DVRPC CMAQ Program until more information is available.

Motion passed. All votes were cast in favor of the motion.

8. Congestion Management Process: Status of Supplemental Projects

Highway projects that add major Single Occupancy Vehicle (SOV) capacity are required to include supplemental projects that enhance the benefits of the capacity additions and extend the useful life of the project. The Congestion Management Process (CMP) is required to track implementation of supplemental projects to ensure that these commitments are being faithfully pursued. The first annual memorandum tracking CMP commitments was prepared in coordination with transportation planning partners. Sean Greene (DVRPC) presented highlights of the report and sought recommendation for Board adoption of the memorandum's recommendations.

Motion: by Leo Bagley, seconded by John Boyle to recommend Board adoption of the 2007 CMP "supplemental project status update" and to include several recent projects in this update.

Motion passed. All votes were cast in favor of the motion.

9. Annual Self-Certification of the Regional Transportation Planning Process

Federal regulations require that the Metropolitan Planning Organization self-certify that the Regional Transportation Planning Process is carried out in conformance with applicable federal regulations. Don Shanis (DVRPC) presented the results of the self-certification activity and asked for a recommendation for Board adoption.

Motion: by Lee Whitmore, seconded by Brian Cuccia to recommend Board adoption of the annual self-certification of the Regional Transportation Planning Process.

Motion passed. All votes were cast in favor of the motion.

PRESENTATION ITEMS

10. Journey-To-Work Trends and Recommendations for Transportation Planning

Due to time limitations, the presentation item was postponed to a future meeting.

DISCUSSION ITEMS

11. Trenton Line Clearance Project

The CSX Trenton line is a major rail freight line traversing the Delaware Valley in a north-south fashion. At present, this line is not cleared for doublestack container trains due to vertical constraints, which results in routing inefficiencies, longer transit times, and diminished capacity. William Goetz (CSX) explained that with anticipated growth in cargoes at the Port of Philadelphia and elsewhere, CSX is now seeking to undertake a public-private partnership that will fund the modification of 16 overhead bridges in the City of Philadelphia and Bucks County, with completion targeted for 2009.

12. Projects to Support Economic Development in the Delaware Valley

As part of the Integrating Land Use, Transportation and Economic Development Planning project, DVRPC staff has been working with a number of regional economic development agencies and planners to develop a list of key transportation investments that have been deemed critical to the region's future economic growth. Mike Boyer (DVRPC) presented the methodology for this activity and the resulting transportation investments identified.

INFORMATION ITEMS

13. Pennsylvania Department of Transportation (PennDOT) State Transportation Commission (STC) Hearings

A first milestone of the update of the Pennsylvania 12 Year Transportation Program and the DVRPC PA FY09 TIP is the State Transportation Commission (STC) hearings which are held statewide. Elizabeth Schoonmaker (DVRPC) announced that the DVRPC region hearing will occur at DVRPC offices on Thursday, August 16, 2007. Guidance for testimony is available.

14. One Minute Reports

15. Old Business and New Business

16. Meeting Adjournment

The next scheduled meeting of the PCC/RTC is July 10, 2007.

ATTENDANCE**Voting Members**

Bucks County
 Burlington County
 Camden County
 Chester County
 City of Camden
 City of Chester
 City of Trenton
 Delaware County
 Delaware River Port Authority
 DVRPC Regional Citizens Committee
 Delaware Valley Citizens' Transportation Com.
 Gloucester County
 Mercer County
 Montgomery County
 NJ Department of Transportation
 NJ Department of Environmental Protection
 NJ Department of Community Affairs
 New Jersey Transit Corporation
 PA Department of Environmental Protection
 PA Department of Transportation
 PA Governor's Policy Office
 Philadelphia City Planning Commission
 Philadelphia Department of Streets
 Philadelphia Office of Strategic Planning
 Southeastern PA Transportation Authority

Non-Voting Members

Delaware River Joint Toll Bridge Commission
 Delaware Valley Goods Movement Task Force
 Federal Highway Administration - NJ division
 Federal Highway Administration - PA division
 Federal Transit Administration - Region III
 Greater Philadelphia Chamber of Commerce
 ITS Technical Task Force
 NJ Turnpike Authority
 New Jersey TMAs
 Pennsylvania Bus Association
 Pennsylvania TMAs
 Pennsylvania Turnpike Commission
 Philadelphia Regional Port Authority
 Pottstown Urban Transit
 South Jersey Port Corporation
 South Jersey Transportation Authority
 US EPA - Region II
 US EPA - Region III

Representative

Dave Johnson
 Carol Thomas
 (not represented)
 Lee Whitmore
 Edward Williams
 (not represented)
 Judy Adams
 Justin Dula
 Linda Hayes
 John Boyle
 Lorraine Brill
 Jessica Lucas
 Matthew Lawson
 Leo Bagley
 Brian Cuccia
 (not represented)
 (not represented)
 Jerry Lutin
 (not represented)
 (not represented)
 Linda Guarini
 Deborah Schaaf
 Chivas Grannum
 Kenneth Lomax
 Kathleen Zubrzycki

Representative

Glenn Reibman
 Kelvin MacKavanagh
 (not represented)
 Matthew Smoker
 (not represented)
 (not represented)
 (not represented)
 Brian Wahler
 William Ragozine
 (not represented)
 Pete Quinn
 Don Steele
 (not represented)
 (not represented)
 (not represented)
 (not represented)
 (not represented)
 Martin Kotsch

ATTENDANCE (cont'd)

Other Member Representatives and Guests

Jonathan Konis – PennDOT

Les Varga – SJTPO

Andrea Jordan – City of Philadelphia, Streets Department

Steve Buckley – PB

Bob Scarlott – Burlington County Transportation

William Goetz - CSX

DVRPC Staff

Don Shanis

Charles Dougherty

Elizabeth Schoonmaker

Gastonia Anderson

Rick Murphy

Matthew West

Kelly Rossiter