

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**PLANNING COORDINATING COMMITTEE/**  
**REGIONAL TRANSPORTATION COMMITTEE**  
**November 15, 2011 Meeting Highlights**  
**DVRPC Conference Room, Philadelphia, PA**

**1. Call to Order - Chairperson's Comments**

Carol Thomas (Chairperson – Burlington County) welcomed everyone and called the meeting to order.

**2. Deputy Executive Director's Report**

Don Shanis (DVRPC) updated the members on the October 27, 2011 Board meeting.

**ACTION ITEMS**

**3. Highlights of the Meeting of October 4, 2011**

The highlights from the October 4, 2011 meeting of the PCC/RTC were presented for adoption.

*Motion: by Jessica Savidge-Lucas, seconded by Jim Mosca to adopt the highlights for the October 4, 2011 PCC/RTC meeting.*

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

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

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

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

PennDOT has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by adding a \$15,000,000 ROW phase to the I-95, PA Turnpike Interchange (TPK) project (MPMS# 13347): \$11,657,000 FAI in FY13; and \$3,343,000 FAI in FY14. These are additional funds to the DVRPC region and are being drawn down from the Statewide Turnpike Line Item (MPMS# 90302). The FAI funds are special federal interstate completion funds made available for this project and will be used to reimburse the Pennsylvania Turnpike Commission for costs already incurred.

This interstate completion project will connect I-95 and I-276 in Pennsylvania and facilitate a revised routing of I-95 in PA and NJ. Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange and replacement of the existing River Bridge toll plaza with an all-electronic, on road toll (ORT) facility, as well as removal of the existing US13 interchange toll facility. Additionally, I-95

widening between the PA 413 interchange and I-276 and Turnpike widening between I-95 and the US 13 Interchange is required to accommodate design year traffic movements. I-95 completion and I-95 / I-195 re-designation in PA and NJ will occur at the completion of the aforementioned work. A future Stage 2 will include construction of the ramps without the I-95 designation and the widening and reconstruction of the Turnpike and I-95. A future Stage 3 will include a new bridge over the Delaware River. The total cost of the phase I is estimated at \$424 Million.

*Motion: by Jim Mosca, seconded by Rich Brahler to recommend the Board modify the FY2011-2014 TIP for Pennsylvania by adding a \$15,000,000 ROW phase to the I-95, PA Turnpike Interchange (TPK) project (MPMS# 13347): \$11,657,000 FAI in FY13; and \$3,343,000 FAI in FY14.*

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

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

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

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

**c. PA11-50: SEPTA Bus Purchase Program – 60’ (MPMS# 90512), SEPTA – Additional Funds to the Region**

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

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

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

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

*Motion: by Leo Bagley, seconded by Natasha Manbeck to recommend the Board modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 Construction phase of the Transit and Regional Rail (MPMS# 77183) by \$6,250,000 (FY12 \$5,000,000 5309 C/\$1,210,000 1514 B/\$40,000 Local); and that the Board modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 construction phase of the SEPTA Bus Purchase Program – 60' (MPMS# 90512) by \$18,750,000 (FY12 \$15,000,000 5309-C/\$3,629,000 1514 B/\$121,000 Local)*

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

**d. NJ12-01: Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR538) (DB# 97049), Gloucester County – Cost Increase & Shifting of CON Phase**

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

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

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

NJDOT has requested that DVRPC modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase to the Route 130, Crystal Lake Dam project using

\$1,270,000 NHS funds. The Design phase was not obligated in FY11 due to a higher than expected cost. The Design phase cost is much higher than expected due to the fact that Preliminary Design and Final Design tasks have been combined in the new process for the New Jersey project delivery pipeline.

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

*Motion: by Jessica Savidge-Lucas, seconded by Leo Bagley to recommend the Board modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase (\$350,000 STP) and FY12 ROW phase (\$100,000 STP) for the Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) project (DB# 97049), and shifting the FY12 Construction phase to FY13; and that the Board modify the FY2012-2015 TIP for New Jersey by adding a FY12 Design phase to the Route 130, Crystal Lake Dam project using \$1,270,000 NHS funds.*

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

## **5. Fiscal Year 2012 Planning Work Program Amendments**

To respond to the needs of member governments and agencies, work program changes and additions are brought to the PCC/RTC to permit the timely undertaking of technical activity.

### **a. I-95/I-476 Interchange Improvements Feasibility Study – Phase 2**

Since the completion of I-476 in the early 1990's, the I-95/I-476 interchange has experienced chronic congestion. Southbound I-476 and both approaches of I-95 experience peak period congestion due to lane drops. The congestion issue was never addressed because of the assumption that any significant congestion mitigation would require a costly reconstruction of the interchange.

Delaware County requested Pennsylvania Local Scoping monies, a line item on the DVRPC TIP, to conduct a study of the interchange and its immediate vicinity. After discussion with Delaware County Planning Department, the project was refocused to identify low cost operational improvements. Due to the uncertainty of whether any cost effective projects would come out of the study, the study was designed as a high level feasibility analysis to reach a consensus on the problems and potential improvements. Detailed examination of the improvements and their benefits would await for a follow-up study. DVRPC

prepared an RFP, the consultant selection committee selected RK&K, DVRPC negotiated the final price, and a notice to proceed was issued effective January 31, 2011.

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

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

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

Phase 2 will evaluate the three packages in more detail, develop typical layout/plans, and develop costs for the TIP. A VISSIM analysis will evaluate the benefits of the improvements more quantitatively. Project information will be inputted into PennDOT Level 2 Transportation Proposal Identification Screening. Stan Platt (DVRPC) asked that the PCC/RTC recommend that the Board amend the DVRPC FY12 Work Program to include the I-95/I-476 Interchange Improvement Feasibility Study Phase 2.

*Motion: by Tom Shaffer, seconded by Leo Bagley to recommend that the Board amend the DVRPC Fiscal Year 2012 Planning Work Program to include the I-95/I-476 Interchange Improvement Feasibility Study Phase 2, with two conditions: 1. DVRPC will investigate safety and operational issues associated with peak period shoulder use. 2. The consultant will determine if a noise analysis is required, and what its impact might be.*

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

## **6. Round 8/9 (FY 2012) Recommended Pennsylvania TCDI Projects**

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

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization. The regional

Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$150,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. To date, over 130 planning projects have been funded in all nine counties to support local revitalization efforts. A significant number of those projects have since leveraged additional public or private investment to implement the recommendations of those plans.

For FY2012, 41 new project applications were received for Pennsylvania TCDI funding. The funding requests totaled \$2.47 million. The Pennsylvania TCDI Review Committee representing the DVRPC counties, state agencies, non-profit organizations, and academic representatives reviewed the projects and selected funding priorities for the FY 2012 round. Karen Cilurso (DVRPC) asked that the RTC recommend that the Board approve the list of projects for Pennsylvania for the FY 2012 round.

*Motion: by Natasha Manbeck, seconded by Jessica Savidge-Lucas to recommend that the Board approves the list of recommended FY 2012 Pennsylvania TCDI projects.*

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

**7. FY 13 Transit Support Program and Supportive Regional Highway Planning Program Special Studies**

Candidate special studies were received from member governments and forwarded to the Pennsylvania and New Jersey Subcommittees for review and approval. Sarah Oaks (DVRPC) presented the final slate of proposed projects for full RTC approval.

*Motion: by Leo Bagley, seconded by Rich Brahler to approve the final slate of proposed projects for the FY 13 TSP and SRHPP Special Studies, including moving \$46,588 from PA TSP Special Studies into PA TSP Core Projects.*

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

**8. PCC/RTC Meeting Dates for Calendar Year 2012**

A set of proposed meeting dates for the PCC/RTC for calendar year 2012 were submitted to the committee for its consideration.

*Motion: by Natasha Manbeck, seconded by Jim Mosca to accept the proposed meeting dates for the PCC/RTC for calendar year 2012.*

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

## **PRESENTATION ITEM**

### **9. Uptown Theater Renovation/Restoration Update**

The Uptown Entertainment and Development Corporation (UEDC) is a Community Development Corporation that was incorporated as a nonprofit in 1995 and received its IRS 501(c)3 status in 2002. The mission of the UEDC is to stimulate the economy in blighted areas in Philadelphia by creating commercial enterprises, neighborhood revitalization and management of moderate and low income housing. Linda Richardson, UEDC, presented how the UEDC has identified the historic Uptown Theater as its first acquisition and revitalization project, and described the development plans for the 50,000 square foot theater, with a 2,100 seat auditorium located at 2240 N. Broad Street.

## **INFORMATION ITEMS**

### **10. Public Participation Task Force**

The DVRPC Board took action in October, 2011 to replace the Regional Citizens Committee with a Public Participation Task Force, which will be comprised of appointed members as well as citizens at large. This change will affect the Regional Transportation Committee and its composition as well. Candy Snyder (DVRPC) explained the impacts and the steps to be taken as we move forward to implement this change in our public participation strategy.

### **11. One Minute Reports**

PCC/RTC Members and guests were invited to provide updates on the activities of their agencies.

### **12. Old Business and New Business**

### **13. Meeting Adjournment**

*Motion: by Barbara Holcomb, seconded by Jessica Savidge-Lucas to adjourn the PCC/RTC Meeting.*

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

**The next scheduled meeting of the PCC/RTC is January 10, 2012.**

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**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  
 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  
 City of Philadelphia – City Planning Commission  
 City of Philadelphia – Department of Streets  
 City of Philadelphia – Mayor's Office of Transportation  
 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  
 Transportation Operations 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**

Richard Brahler  
 Carol Thomas  
 Andrew Levecchia  
 Natasha Manbeck  
 (not represented)  
 (not represented)  
 (not represented)  
 Tom Shaffer  
 Barbara Holcomb  
 Jessica Savidge-Lucas  
 Matthew Lawson  
 Leo Bagley  
 Eric Powers  
 (not represented)  
 (not represented)  
 Lou Millan  
 (not represented)  
 James Mosca  
 Linda Guarini  
 Anthony Santaniello  
 (not represented)  
 Stephen Buckley  
 Zoe Robertson

**Representative**

(not represented)  
 Kelvin MackKavanagh  
 (not represented)  
 Camille Otto  
 (not represented)  
 (not represented)  
 (not represented)  
 (not represented)  
 William Ragozine  
 (not represented)  
 Rob Henry  
 Don Steele  
 David Harvey  
 (not represented)  
 (not represented)  
 (not represented)  
 (not represented)  
 Martin Kotsch



## **ATTENDANCE (cont'd)**

### **Other Member Representatives and Guests**

Patricia Ellis – City of Philadelphia  
Greg Young – Philadelphia Streets Department  
Jody Holton – SEPTA  
Aissia Richardson – Citizen  
Linda Richardson – Citizen  
Jim Richardson – Citizen  
Lorraine Brill – Citizen  
Jan Kopple – TransSystems  
Cheryl Brennan – NJDOT  
Mike Schmultz – PennDOT Central Office  
Nick Rogers – Clean Air Council

### **DVRPC Staff**

Charles Dougherty  
Joseph Hacker  
Chris Puchalsky  
Elizabeth Schoonmaker  
Don Shanis  
Matthew West  
Sarah Oaks  
Stan Platt  
Karen Cilurso  
Rick Murphy