

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Transportation Operations Task Force Meeting Highlights November 16, 2009

The following are highlights from the Transportation Operations Task Force (TOTF) meeting held at 9:30 am on Monday, November 16, 2009 at the Delaware Valley Regional Planning Commission's Conference Room.

Agenda Item #1: Welcome and Introductions

The Task Force Chair, Lou Cortelazzi, Pennsylvania Turnpike Commission (PTC), welcomed members and thanked them for attending.

Each person in attendance introduced themselves and added any relevant ITS updates from their agency. Some of the highlights include:

- < PennDOT: ITS deployment along the I-76 Schuylkill Expressway is complete with CCTV, traffic detectors, VMS, and travel times on the variable message signs. Work has begun again to share video between PennDOT, DelDOT, DRPA, Philadelphia International Airport, and Philadelphia Police.
- < FHWA-Philadelphia: Reauthorization of the Federal Transportation Funding Bill is not moving forward at this time.
- < DRPA: Walt Whitman Bridge re-decking project will tentatively begin in April 2010 and it will be a three year effort.
- < DVRPC: Staff has begun to work on a new project called Chester County Operations Study which involves establishing an incident management task force along US 30 and conducting a Transportation Operations Audit along US 202 – Section 200.

Agenda Item #2: Pennsylvania Legislature Act 44 – Transportation Funding

Bill Capone, PTC, presented a video that provided the background and purpose of Act 44. In short, Act 44 passed by the Pennsylvania legislature in July 2007, establishes for the first time ever an inflation sensitive, long-term funding stream to address Pennsylvania's transportation funding crisis. Based on traffic and revenue forecasts, the Act provides minimum payments to PennDOT of \$83.3 billion over a 50-year period for transportation maintenance and improvements in Pennsylvania by:

- < Converting I-80 to a tolled facility,
- < Increasing existing Mainline Turnpike Tolls
- < Issuing monetization bonds based on future toll revenues.

Tolling I-80 and Act 44 Key Points

Tolling I-80:

- < Increases capital spending on I-80 from PennDOT's current average of \$60 million per

year to \$250 million average in the first 10 years.

- < Dedicated funding for I-80 ensures total reconstruction of 311-mile highway including 59 interchanges and 431 bridges and widening of bridges and shoulders to allow two lanes of traffic each direction during construction.
- < Allows PennDOT to redirect \$60 million/year in construction and \$20 million/year in maintenance currently used on I-80 to other interstates; fills portion of PennDOT's estimated \$600 million/year interstate funding gap.
- < Provides revenues for I-80 and improvements to potential diversion routes.
- < Reduces diversions from Turnpike to I-80 by east-west traffic across state seeking to avoid tolls.
- < State-of-the-art Open Road Tolling (ORT) system is customer-friendly, good for environment. E-ZPass incentive for passenger cars (more than 50 miles on average) reduces diversions, ensures that an estimated 70% of all passenger cars won't pay tolls.

Act 44:

- < \$83.3 billion in new funding over 50 year lease; \$2.05 billion already generated.
- < Supplemental highway/bridge funds for PennDOT – \$1.2 billion so far, \$46.3 billion over 50 year lease.
- < Dedicated increase in funding stream for mass transit from Turnpike Mainline – \$850 million so far, \$37 billion over 50 year lease.
- < So far, funds have been used by 73 transit agencies for operating costs and new investments and by PennDOT to improve over 1,000 miles of roads statewide and replace 80 bridges
- < Over 45% of Pennsylvania's Interstate system will be self-funded from tolls

Agenda Item #3: DVRPC Regional Construction Coordination Program

Stan Platt, DVRPC, provided a brief update on a new program effort at DVRPC. Impetus for construction coordination derived from PennDOT's efforts to coordinate construction projects with the City of Philadelphia; and NJDOT's I-295 Direct Connect Project, which may overlap with DRPA re-decking the Walt Whitman Bridge. He then described construction program underway in North Jersey, the tentative approach for the DVRPC region, and he then asked for the Committee's input on the proposed methodology.

North Jersey Construction Coordination Program

- < Program involves NJDOT, New Jersey Turnpike Authority (NJTA), and Port Authority of New York and New Jersey (PANYNJ).
- < Once a year, NJDOT asks all agencies to submit a list of scheduled construction projects.
- < One month latter, a regional meeting is held to discuss the projects.
- < Bi-monthly meetings are held to resolve specific construction conflicts.
- < NJDOT operations personnel have authority to postpone construction projects on state highways to avoid conflicts.
- < NJDOT has developed an application that merges the project management databases of all three agencies so that they can graphically observe what projects will be active over any specific time period. NJDOT was scheduled to display the application; however, due to a conflict, they were unable to attend the TOTF meeting.

Proposed DVRPC Construction Program Methodology

- < In January, DVRPC will solicit agency construction projects. They will be asked to identify 2010 construction projects, and projects anticipated to be under construction in the next 2-3 years.
- < DVRPC will compile the agencies' responses in a unified database and map the projects by location and construction time period.
- < A regional construction coordination meeting will be held in February. Agencies will present their major projects with emphasis on 2010 construction activity.
- < Resolution of conflicts will be up to agencies to settle among themselves.
- < Intermediate meetings may be necessary to coordinate active construction projects.
- < To aid the effort, DVRPC preliminarily identified 82 projects that may impact other agencies.

Discussion of Construction Coordination Program Methodology

- < Task force members concurred with the need for a construction coordination program.
- < Emphasis should be on the top 20-30 major construction projects in the region; however, DVRPC should still identify minor conflicts that can cause more localized disruptions.
- < Counties and agencies can resolve these minor conflicts on a separate track.
- < DVRPC should invite counties, TMAs, and others to the regional construction coordination meeting. It is up to the invitees to determine if they wish to participate.


Agenda Item #4: Other Business

The next meeting date for the Transportation Operations Task Force is scheduled for February 16, 2010 at DVRPC's offices.

Tentative topics may include presentations from SEPTA and NJ Transit on their traveler information systems for transit.

Attendance List:

1)	Mathew Anderson	Chester County Planning Commission
2)	William Ragozine	Cross County Connections TMA
3)	Brendan Cotter	Delaware County Planning Commission
4)	Lindsay Young	Delaware River Maritime Enterprise Council
5)	Karl Ziemer	Delaware River Port Authority
6)	Ek Phomsavath	FHWA - New Jersey
7)	Carmine Fiscina	FHWA - Philadelphia
8)	Ryan Jeroski	GVF Transportation
9)	Wes Ratko	Montgomery County Planning Commission
10)	Manny Anastasiadis	PennDOT District - 6.0
11)	Sgt. Chris Paris	Pennsylvania State Police
12)	Bill Capone	Pennsylvania Turnpike Commission
13)	Lou Cortelazzi	Pennsylvania Turnpike Commission
14)	Don Steele	Pennsylvania Turnpike Commission
15)	Liam O'Keefe	Philadelphia Office of Emergency Management
16)	Charles Denny	Philadelphia Streets Department
17)	Peter Shelly	Shelly Communications (PA Turnpike Commission)
18)	Chris King	DVRPC
19)	Laurie Matkowski	DVRPC
20)	Zoe Neaderland	DVRPC
21)	Rick Murphy	DVRPC
22)	Stan Platt	DVRPC
23)	John Ward	DVRPC
24)	Matt West	DVRPC

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