

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of June 22, 2017

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

**Membership Present**

**Representative**

New Jersey Department of Community Affairs	Sean Thompson
New Jersey Department of Transportation	Dave Kuhn
New Jersey Governor's Appointee	Thomas Huth
Pennsylvania Department of Transportation	James Ritzman
Pennsylvania Governor's Appointee	Jim Mosca
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Diane Ellis-Marseglia
	Rich Brahler
Chester County	Brian O'Leary
Delaware County	(not represented)
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Mark Remsa
	Carol Thomas
Camden County	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
	Michael Carroll
	Christopher Puchalsky
City of Camden	Dana Redd
	Edward Williams
City of Trenton	Regine Saintilien

**Non-Voting Members**

Federal Highway Administration	
New Jersey Division	Calvin Edghill
Pennsylvania Division	Keith Lynch
	Daniel Walston

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	(not represented)
Southeastern Pennsylvania Transportation Association	Liz Smith
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	(not represented)
Pennsylvania Department of Community and Economic Development	Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andy Bockis
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Chris Linn, Sean Greene, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Kwan Hui, Rick Murphy, Taghi Ozbeki, Karin Morris, Shoshana Akins, Ken Peters, Paul Smith, Elise Turner, Najah Jackson, Tom Keenan.

Guests

FHWA	Karyn Vandervoort
PennDOT Central Office	Dan Hartman
GPI	Joe Orth
Coopers Ferry	Bridgete Qui
Econsult Solutions	Richard Bickel
CCCTMA	Bill Ragozine

**Call to Order - Chair's Comments**

Alternate Chair Jody Holton called the meeting to order at 10:06 a.m. and asked if there was any press in the room.

**Public Comments on Agenda and Non-Agenda Items**

No public comments were stated.

## **Action Items**

### **1. Minutes of Meeting of May 25, 2017**

The Board adopted the following:

**MOTION** by Mr. Kuhn, seconded by Mr. Ritzman to approve the minutes of May 25, 2017.

### **2. Transportation Improvement Program (TIP Actions)**

Elizabeth Schoonmaker, DVRPC Associate Director, Transportation, presented the following TIP actions to the Board.

#### **2a. NJ16-131: Rt. 73, CR 534 (Jackson Rd) to Fork Landing, (DB #17612), Burlington and Camden Counties**

NJDOT has requested that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new \$18,000,000 CMAQ funded project, Rt. 73, CR 534 (Jackson Rd) to Fork Landing, DB #17612, to the TIP for construction in FY17.

The project extends throughout the Route 73 corridor in Burlington and Camden Counties from Jackson Road (CR 534) to Fork Landing Road. Improvements will include the upgrade of an existing Controlled Traffic Signal System to Adaptive Traffic Signal System for the intersections between Jackson Road and Fork Landing Road along Route 73; replace the end-of-its-useful-life Trunk fiber backbone; and install a fiber hub to replace the existing Fiber Cross connect cabinet in the Route 73/Route 70 interchange area.

These improvements will relieve traffic congestion and ensure robust communication between the intersections and central system, including field and central communication center. NJDOT's Transportation Systems Management (TSM) System – Classification of Arterial Systems Technology (COAST) has identified the Route 73 corridor as a good candidate for signal system enhancement from a traditional Controlled Traffic Signal System (CTSS) to an Adaptive Traffic Signal System (ATSS).

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 adopted the following **motion**:

**MOTION** by Mr. Remsa, seconded by Mr. Levecchia, that the Board approve the following TIP action:

NJ16-131, NJDOT's request that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new \$18,000,000 CMAQ funded project, Rt. 73, CR 534 (Jackson Rd) to Fork Landing, DB #17612, to the TIP for construction in FY17.

**2b. NJ16-132: Bridge Preventive Maintenance, (DB #13323), Statewide**

NJDOT has requested that DVRPC amend the FY2016 - 2025 STIP for New Jersey by increasing the EC phase of a Statewide Program line item, Bridge Preventive Maintenance, (DB #13323), by \$71,000,000 (\$59,000,000 NHPP/ \$12,000,000 STP) from \$62,000,000 (\$22,000,000 NHPP/\$15,000,000 STP/ \$25,000,000 State) to \$133,000,000 (\$81,000,000 NHPP/\$27,000,000 STP/ \$25,000,000 State) in FY17.

Contracts that include the DVRPC region are listed below.

- Maintenance Bridge Painting Contract 2016-5 - \$6,000,000 (\$2,000,000 NHPP/\$4,000,000 STP) to paint seven (7) structures on I-295 in Burlington and
- Camden Counties; Maintenance Bridge Painting Contract 2016-4 – \$6,000,000 (\$2,000,000 NHPP/\$4,000,000 STP) to paint six (6) structures on I-195 in Mercer, Ocean, and
- Monmouth Counties; Drawbridge Preventive Maintenance Contract 2017-2 - \$8,000,000 (\$4,000,000 NHPP/\$4,000,000 STP) to perform structural and electrical maintenance on nine (9) structures along Routes 30, US-40/322, NJ-44, NJ-47, NJ-71, and US-130 in Gloucester, Atlantic, Cape May, Monmouth, and Salem Counties.

Remaining contracts exclude the DVRPC region. These improvements will preserve and prolong the useful service life of bridges in accordance with the NJDOT Bridge Preventive Maintenance Program.

Financial constraint of the STIP will be maintained.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Ms. Redd, seconded by Mr. Kuhn, that the Board approve the following TIP action:

NJ16-132, NJDOT's request that DVRPC amend the FY2016 - 2025 STIP for New Jersey by increasing the EC phase of a Statewide Program line item, Bridge Preventive Maintenance, (DB #13323), by \$71,000,000 (\$59,000,000 NHPP/ \$12,000,000 STP)

from \$62,000,000 (\$22,000,000 NHPP/\$15,000,000 STP/ \$25,000,000 State) to \$133,000,000 (\$81,000,000 NHPP/\$27,000,000 STP/ \$25,000,000 State) in FY17.

**2c. PA17-42: Chestnut Street Bridges, Ramps, (8) at 30th Street, (MPMS #17816), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the FY19 and FY20 CON phases for the Chestnut Street Bridges, Ramps, (8) at 30th Street project, MPMS #17816, in the total amount of \$6,242,000 (\$2,497,000 NHPP/\$624,000 State 185 in FY19 and (\$2,497,000 NHPP/\$624,000 State 185 in FY20) to cover a low bid cost increase. The total construction estimate for the project, including the proposed low bid cost increase, is \$113,949,000.

This project was first let on December 15, 2016, but the apparent low bidder was unable to attain the Disadvantaged Business Enterprise (DBE) goal. It was determined that in the best interest of the Commonwealth, all bids should be rejected and the project re-let. Some escalation in cost was expected between the first and second letting, since the second letting was five months later than the first. Also since the first letting low bid did not account for fully attaining the DBE goal, there were additional costs for managing more subcontractors and additional mark-ups by the prime contractor. Delaying construction of this project further would impact the traffic control for the adjacent Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) project (MPMS #69828), which is slated to immediately follow the Chestnut Street Bridges project. PennDOT District 6 has carefully scheduled the major bridge projects within the City of Philadelphia in order to minimize impacts to traffic.

The purpose of the Chestnut Street Bridges project is to maintain safe and efficient transportation access to serve existing and future transportation needs associated with Center City Philadelphia. Eight bridges will be rehabilitated, including four structurally deficient or functionally obsolete bridges over 30th Street Lower and I-76, the Schuylkill River, the CSX freight railroad line that lies east of the Schuylkill River, and 24th Street. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (two structures), plus Ramp A and Ramp B (off and on ramps to I-76, two structures). Many of these structures date back to the late 1800's and early 1900's, and carry four to five lanes of traffic with sidewalks from Walnut Street to Market Street. The structures require complete deck replacement, structural steel repairs, and painting. The Chestnut Street Bridge over the CSX freight railroad line work includes widening and replacement of existing sidewalks. The Chestnut Street Bridge over 24<sup>th</sup> Street work includes replacement of existing sidewalks with a decorative score mark pattern and ornamental metal railings, relocating the existing bike lane from the South to North side of Chestnut Street, providing a buffered bike lane, adding a northern sidewalk bump-out with bike type ADA ramps for access to the Schuylkill River Trail,

two post and ring type bike racks, and installation of a trailhead trellis structure for the Schuylkill River Trail.

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 adopted the following **motion**:

**MOTION** by Mr. Squilla, seconded by Mr. Mosca, that the Board approve the following TIP action:

PA17-42, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the FY19 and FY20 CON phases for the Chestnut Street Bridges, Ramps, (8) at 30th Street project, MPMS #17816, in the total amount of \$6,242,000 (\$2,497,000 NHPP/\$624,000 State 185 in FY19 and \$2,497,000 NHPP/\$624,000 State 185 in FY20) to cover a low bid cost increase.

**2d. PA17-43: Bridge Groups M & N, (MPMS #'s 102318 & 107544), Various Counties**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding two new projects, Bridge Groups M and N, MPMS #'s 102318 and 107544, to rehabilitate or replace a total of 12 bridges in Bucks, Chester, and Montgomery counties in the total amount of \$12,700,000. Details for each project follow below.

- **Bridge Group M (MPMS #102318)** – \$5,400,000 project, including UTL for \$100,000 (\$80,000 STU/\$20,000 State 185) in FY17; ROW for \$100,000 in FY18 (\$40,000 STU/\$10,000 State 185) and FY19 (\$40,000 STU/\$10,000 State 185); and CON for \$5,200,000 in FY19 (\$2,000,000 State 185), FY20 (\$1,000,000 State 185), and FY21 (\$2,200,000 State 185). Five bridges in Bucks and Chester counties that are structurally deficient will be replaced with minimal roadway improvements. An estimated service life extension of 30 years is anticipated. The scope of work will not change the typical section of the roadways or increase their capacities.
  - The bridges in Bucks County are:
    - Dublin Pike Road over Deep Run (Bridge Key 6987) in Hilltown Township; and
    - Butler Avenue over Branch of West Neshaminy Creek (Bridge Key 6913) in New Britain Township.
  - The bridges in Chester County are:

- PA 926/West Street Road over Radley Run (Bridge Key 10284) in Thornbury Township;
  - Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10511) in Newlin Township; and
  - Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10510) in Newlin Township.
  
- **Bridge Group N (MPMS #107544)** – \$7,300,000 project, including UTL for \$100,000 (\$100,000 State 185) in FY19; ROW for \$200,000 in FY20 (\$200,000 State 185); and CON for \$7,000,000 in FY19 (\$1,000,000 State 185), FY20 (\$1,000,000 State 185), FY21 (\$1,000,000 State 185), FY22 (\$1,000,000 State 185), and FY23 (\$3,000,000 State 185). Seven bridges in Bucks, Chester, and Montgomery counties that are structurally deficient will be replaced, and one bridge in Bucks County that is not structurally deficient will be rehabilitated, all with minimal roadway improvements. An estimated service life extension of 30 years for replacements and 15 years for rehabilitation is anticipated. Work will also include District-wide “On-Demand” bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.
  - The bridges in Bucks County are:
    - Aquetong Road over Branch of Aquetong Creek (Bridge Key 7100) in Solebury Township;
    - Rehabilitation of Hulmeville Road over Chubb Run (Bridge Key 7222) in Middletown Township; and
    - Richlandtown Road over Cooks Creek (Bridge Key 7419) in Springfield Township.
  - The bridges in Chester County are:
    - Clay Creek Road over Tributary of East Branch of White Clay Creek (Bridge Key 39994) in Franklin Township;
    - Creek Road over Branch of Brandywine Creek (Bridge Key 10173) in East Brandywine Township; and
    - Baltimore Pike over Branch of Red Clay Creek (Bridge Key 10501) in New Garden Township.
  - The bridge in Montgomery County is:
    - Second Avenue over Branch of Mingo Creek (Bridge Key 27805) in Upper Providence Township.

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 adopted the following **motion**:

**MOTION** by Mr. O’Leary, seconded by Mr. Squilla, that the Board approve the following TIP action:

PA17-43, PennDOT’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding two new projects, Bridge Groups M and N, MPMS #'s 102318 and 107544, to rehabilitate or replace a total of 12 bridges in Bucks, Chester, and Montgomery counties in the total amount of \$12,700,000.

- Bridge Group M (MPMS #102318) – \$5,400,000 project, including UTL for \$100,000 (\$80,000 STU/\$20,000 State 185) in FY17; ROW for \$100,000 in FY18 (\$40,000 STU/\$10,000 State 185) and FY19 (\$40,000 STU/\$10,000 State 185); and CON for \$5,200,000 in FY19 (\$2,000,000 State 185), FY20 (\$1,000,000 State 185), and FY21 (\$2,200,000 State 185).
- Bridge Group N (MPMS #107544) – \$7,300,000 project, including UTL for \$100,000 (\$100,000 State 185) in FY19; ROW for \$200,000 in FY20 (\$200,000 State 185); and CON for \$7,000,000 in FY19 (\$1,000,000 State 185), FY20 (\$1,000,000 State 185), FY21 (\$1,000,000 State 185), FY22 (\$1,000,000 State 185), and FY23 (\$3,000,000 State 185).

**2e. PA17-44: PA 291 Drainage Improvement, (MPMS #99668), Delaware County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$1,215,000 project, PA 291 Drainage Improvement, MPMS #99668 to the TIP for PE (\$75,000 State 581) in FY17; FD (\$15,000 State 581) in FY18; UTL (\$50,000 State 581) in FY 19; ROW (\$75,000 State 581) in FY19; and CON (\$1,000,000 STU/Toll Credit Match) in FY21. This project will fund drainage improvements on PA 291 from the bridge over Crum Creek to the bridge over Darby Creek, including the installation of new inlets and pipes, and construction of ditches to alleviate the existing flooding of the roadway. The existing pavement will be milled and overlaid. Base repairs will be completed as necessary to repair damage to the roadway from previous flooding.

Flooding is a major issue at this location. Currently, the southbound lanes of the roadway flood in moderate storms. In heavier storm events, the northbound lanes also flood, which frequently leads to the entire roadway being closed. These closures have adverse impacts on local businesses, particularly the nearby Boeing facility. In addition, the closures create access issues to the casino in Chester City. Several stormwater inlets currently exist, but are concentrated in the intersection of PA 291 and Stewart Avenue. Any potential stormwater system outlet is subject to tidal conditions from the Delaware River, Darby Creek, and Crum Creek. This makes designing and building a stormwater system challenging since it must be able to remove the stormwater from the roadway and provide sufficient storage to allow the system to empty when tidal



conditions allow. Since wetlands are present near the project and Delaware County is a designated bog turtle county, the wetlands must be delineated and a Phase 1 Bog Turtle Habitat Assessment must be conducted. In addition, a stormwater management plan and all associated permits must be obtained as part of the environmental approval process.

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.

Mr. Seymour noted that DVRPC recently completed a Green Infrastructure Stormwater Plan for Chester City, and some of the recommendations are relevant to this project; staff has reached out to PennDOT. This site may also include a segment of the East Coast Greenway. This outreach and interconnections between planning projects and construction projects are good examples of PennDOT Connects.

The Board adopted the following **motion**:

**MOTION** by Mr. O’Leary, seconded by Ms. Ellis-Marseglia, that the Board approve the following TIP action:

PA17-44, PennDOT’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$1,215,000 project, PA 291 Drainage Improvement, MPMS #99668 to the TIP for PE (\$75,000 State 581) in FY17; FD (\$15,000 State 581) in FY18; UTL (\$50,000 State 581) in FY 19; ROW (\$75,000 State 581) in FY19; and CON (\$1,000,000 STU/Toll Credit Match) in FY21.

**2f. PA17-45: Railroad Crossing (RRX) LED Light Installation, (MPMS #106295), Various Counties**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$247,000 project, Railroad Crossing (RRX) LED Light Installation, MPMS #106295 to the TIP for CON (\$247,000 RRX) in FY17. These are additional funds to the region.

This project is to install LED warning lights at crossings in the following locations:

- Delaware County:
  - Oak Lane, SR 2015
  - Ashland Ave., Eddystone
  - South Ave. , SR 201
  - Amosland Ave., SR 2021

- Swarthmore Ave. ,SR 2025
- Fairview Rd., SR 2035
- Meetinghouse Rd., SR 3012
- Naamans Creek Rd., SR 491
- Philadelphia:
  - Weccacoe Ave.
  - o Snyder Ave., SR 2002

PennDOT’s Statewide Highway-Rail Grade Crossing program funds railroad crossing safety improvement projects. Selection criteria include crash history, railroad input regarding near-miss experience and increased train traffic, District input on sight distance and other issues, and other local concerns expressed by the planning partners and/or local officials. Project selection also considers completion of corridor upgrades and warning signal upgrades deemed to be of local benefit, but which are not on the statewide priority list.

Financial constraint will be maintained as these are additional funds to the region. Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Squilla, seconded by Mr. Ritzman, that the Board approve the following TIP action:

PA17-45, PennDOT’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$247,000 project, Railroad Crossing (RRX) LED Light Installation, MPMS #106295 to the TIP for CON (\$247,000 RRX) in FY17.

**3. Authorization to Open a Public Comment Period(s) for the Draft Connections 2045 Long-Range Plan; Draft FY 2018 TIP for New Jersey; and the Draft Conformity Finding of the Plan and TIPs.**

Sean Greene, DVRPC Manager of Air Quality Programs, presented DVRPC staff’s request for authorization to open a minimum 30-day public comment period(s) for the purpose of gathering public and agency comments on the Draft Connections 2045 Long-Range Plan, Draft FY 2018-2021 TIP for New Jersey, and the Draft Conformity Determination of the Connections 2045 Long-Range Plan, FY 2017 TIP for Pennsylvania, and FY 2018 TIP for New Jersey; to issue proper public notifications; to publish the draft documents of the respective Plan and TIPs and conformity findings on the internet; to make copies available at certain public libraries; and to hold public meetings in New Jersey and Pennsylvania. Mr. Greene noted that DVRPC staff usually ask for authorization about one month before the public comment period(s) open.

Mr. Seymour added that staff have been working on the Long-Range Plan and TIP for New Jersey for months but completed drafts are not ready as of this meeting. Staff will present the drafts at the July Board meeting in advance of the public comment periods. Staff plan to bring the revised documents to the Board for approval at the October Board meeting.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Squilla, seconded by Mr. Levecchia, that the Board authorize staff to:

Open a minimum 30-day public comment period(s) for the purpose of gathering public and agency comments on the Draft *Connections 2045* Long-Range Plan; the Draft FY 2018 – 2021 TIP for New Jersey; and the Draft Conformity Determination of the *Connections 2045* Long-Range Plan, FY 2017 TIP for Pennsylvania, and FY 2018 TIP for New Jersey; to issue proper public notifications; to publish the documents of the Draft *Connections 2045* Long-Range Plan, Draft FY 2018 TIP for New Jersey, and Draft Conformity Findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

**4. Project Selections for the New Jersey Transportation Alternatives Program (TAP)**

Kwan Hui, Senior Capital Program Coordinator, presented the selected projects for the New Jersey Transportation Alternatives Program (TAP). NJ TAP is a competitive federal program established to provide funds for community based “non-traditional” surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system. The New Jersey TAP provided approximately \$5.0 million in funding for projects in the DVRPC region. The NJ TAP subcommittee, using the agreed-upon selection criteria, reviewed and scored applications for the NJ TAP program. The subcommittee received and reviewed 24 applications requesting approximately \$38 million in TAP funds from the DVRPC region. The projects were evaluated by DVRPC and NJDOT using the agreed upon selection criteria from NJDOT. The committee recommended 7 projects to be selected in the DVRPC region.

<b>Project Title</b>	<b>Sponsor</b>	<b>Award Amount</b>
North Camden Waterfront Park Development Project	Camden City	\$825,000
Mount Holly Streetscape Project – High Street Phase II	Mount Holly Township	\$483,000

Merchantville Pedestrian Street	Merchantville Borough	\$861,000
Proposed Mt. Rose Segment of Lawrence Hopewell Trail	Hopewell Township	\$1,000,000
Lenola Town Center Improvements Plan	Moorestown Township	\$971,000
Camden County Grove Street Trail Connector	Camden County	\$255,000
Downtown Streetscape Improvements Phase II	Pennington Borough	\$580,000
	Total	\$4,975,000

The recommended projects will be added to the statewide line item in the FY 2016 S/TIP for NJ (DB # X107 for TAP), and will be broken out as individual projects at the appropriate time. There will be no impact on the TIP or long-range-plan conformity determination.

Cost and Source of Funds: \$ 4,975,000 Statewide TAP funds

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Remsa, seconded by Mr. Levecchia, that the Board approve:

The list of Transportation Alternative projects identified for DVRPC's allocation of funds. Further that these projects be amended into the FY 2016 S/TIP for NJ (TIP Action NJ16-137) in the amount of \$4,975,000 for TAP and be drawn from the Statewide line item (DB# X107 for TAP) at the appropriate time for obligation.

After the motion passed, several board members noted that the previous federal transportation bill, MAP-21, excluded nonprofits from applying for and receiving TAP funds. However, the current transportation bill, FAST Act, makes nonprofits eligible again for Transportation Alternatives Set Aside funds. Mr. Edghill stated that it is important for nonprofits to understand the requirements for managing federal funding and project delivery, especially as delivery of projects will be a part of the region's performance management measurements. Mr. Walston stated that FHWA has many good resources online for nonprofits. Mr. Seymour noted that this is an especially important conversation as the outreach for the Pennsylvania TA Set Aside program has just started.

## **5. Regional Trail Program Grant Awards**

Christopher Linn, Manager of the Office of Environmental Planning, presented on the Regional Trail Program – Phase V grants. The following Circuit trail projects were developed in conjunction with their respective county planning partners and local sponsors. Funding has been proposed to construct, design, or study the following projects through DVRPC's Regional Trails Program with support from the William Penn Foundation. Pending approval, grants will be issued for the following projects:

1. Schuylkill River Trail - Monocacy Bridge (design and construction), Schuylkill River National & State Heritage Area - \$325,636
2. Neshaminy Creek Trail - Dark Hollow Park Trail (design), Bucks County - \$298,836
3. D&L Canal Trail - Tyburn Road (construction), The Delaware & Lehigh National Heritage Corridor - \$75,000
4. Warner Spur (study), Chester County - \$80,000
5. Darby Creek Trail - Swedish Cabin to Kent Park (construction), Delaware County - \$115,848
6. Darby Creek Trail - Kent Park to Gateway Trail (design), Delaware County - \$80,000
7. Octoraro Trail - Phase I (design), Concord Township - \$250,000
8. Schuylkill River Trail and Chester Valley Trail Extension - Norristown Trail Junction Center (design), Montgomery County - \$100,000
9. Wissahickon Trail - Northwestern Avenue (study), Montgomery County - \$25,000
10. North Gulph Road Connector (study), Valley Forge Park Alliance - \$60,000
11. Cobbs Creek Trail - Segment B (design and construction), City of Philadelphia - \$350,000
12. Parkside Cynwyd Trail (design), City of Philadelphia - \$50,000

Mr. Seymour commented that the Regional Trails Program Awards come together because of close coordination between DVRPC, the county subcommittee, and other funders, such as Pennsylvania's Department of Conservation and Natural Resources (DCNR). Between the DCNR and Pennsylvania's Department of Community and Economic Development's (DCED) multimodal fund, DVRPC has significantly leveraged the William Penn Foundation's investment.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Squilla, seconded by Mr. O'Leary, that the Board approve:

The twelve (12) proposed Regional Trails Program Grant awards.

## **6. Annual Self-Certification of the Regional Transportation Planning Process**

John Ward, Deputy Executive Director indicated that federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concurrent with the submittal of the proposed TIP to the FHWA and FTA, that its transportation planning and programming process is being conducted in accordance with all applicable requirements.

The regulations list specific requirements, which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.
2. The transportation planning process, including the adoption of the TIP and Long-Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long-Range Plan, and planning process.
4. The TIP is financially constrained and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques.
5. Congestion Management Process requirements for non-attainment Transportation Management Areas have been met.
6. A performance-based planning approach to transportation decision making is being integrated into the development of the LRP, TIP, CMP, and other appropriate regional planning documents through coordination with state and federal partners for the development of performance measures and targets.
7. The FAST Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: improving resiliency and reliability of the transportation system and reducing stormwater impacts of surface transportation as well as enhancing travel and tourism. DVRPC will work with its partners to consider these new factors in the planning process.
8. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

9. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients.
10. Environmental justice for low income and minority populations is being addressed
11. DVRPC's programs are conducted consistent with regulations regarding disadvantaged business enterprise programs.
12. The Americans with Disabilities Act and US DOT regulations entitled Transportation for Individuals with Disabilities, as well as the Older Americans Act, have been met.
13. Regarding transit agency representation on MPO policy boards, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d)(4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of the RTC and continue to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item .
14. DVRPC certifies that it qualifies for this exception by meeting the particular specifications which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991.

Chairperson Arkoosh, in reference to the transit agency exemption, noted that opening DVRPC's legislation in either or both states is a major challenge. Ms. Holcomb commented that transit agencies' roles on the RTC and policy committees, as well as the direct acknowledgement of transit agencies' comments during Board actions, is a good arrangement.

Mr. Ward also noted that DVRPC will go through its quadrennial certification starting in Calendar Year 2018.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Kuhn, seconded by Mr. Levecchia, that the Board adopt:

Resolution No. B-FY17-006 certifying that the DVRPC Metropolitan Transportation Planning and Programming Process is in conformance with federal regulations implementing the FAST Act, MAP-21, the Clean Air Act Amendments, and other federal legislation.

## **7. Authorization to Proceed to Develop Nonprofit Subsidiaries**

Patty Elkis, Director of Planning, presented that action item to the DVRPC Board. DVRPC undertakes a variety of work to serve the region and its members, utilizing a variety of funding sources. Two 501(c)3 nonprofit organizations are now proposed to be created, one for the five southeastern Pennsylvania counties and another for the four New Jersey counties, to enable these members to work together with DVRPC staff to pursue funding and undertake projects of benefit to its members and the region. Many foundations and a number of state and federal agency programs only fund nonprofits and will not currently fund DVRPC or its member governments. Creating a nonprofit subsidiary will provide an option to reinforce/supplement current priorities or support additional priorities and projects of its county members.

Mr. Lynch asked if the proposed nonprofit(s) would access federal funding. Ms. Elkis replied that this nonprofit(s) could possibly apply to federal funding opportunities that are only for 501(c)3s, such as specific programs through the Centers for Disease Control or USDOT's Transportation Alternatives Program/Set-Aside.

Ms. Ellis-Marseglia noted that she is still somewhat opposed to creating a nonprofit seeing the pressure existing nonprofits are already under to meet needs and raise funds. Ms. Elkis replied that the staff's intention to create a nonprofit(s) is not to compete with other nonprofits, but to fill a niche around the need for regional nonprofits that specializes in sustainability, environmental issues, and specific types of infrastructure/built environment projects. Mr. Seymour added that he anticipates a proposed nonprofit to partner with other nonprofits to access funds. Ms. Elkis added that the RTC discussed that Transportation Management Associations (TMAs) are already 501(c)3s.

Dr. Arkoosh reiterated that the proposed structure would require unanimous votes; that if one voting member was unsure of the proposed action to be undertaken by the nonprofit, a "no" vote would stop the action.

Ms. Holcomb asked if the exploratory/working committee would consider the role of transit agencies on the nonprofit board(s). Mr. Seymour responded that yes, a working committee would look at that; and if transit agencies are not included in the formal structure of the nonprofit(s), that would not preclude the nonprofit to seek funding opportunities that would specifically benefit the transit agencies.

Mr. Levecchia asked if membership would include the cities, and therefore more closely represent the local government membership of the DVRPC board. He asked if the specific peer examples - Mid-America Regional Council (Kansas City), Capitol Regional Council of Governments (Hartford), and San Diego Association of Governments



(SanDAG) – had nonprofit boards that represented all COG/MPO members. Ms. Arkoosh stated that if the nonprofit board membership does not mirror DVRPC’s board, it could provide a formal conduit for nonmembers to submit ideas for consideration. Ms. Elkis added that DVRPC currently does a lot of work in the core cities, and is not going to stop doing that work. The nonprofit could further the work, not curtail it.

Mr. Edghill offered the example of his work experience with the US Department of Commerce, undertaking disaster assistance and recovery in Virginia. A small downtown community in Virginia experienced a disaster that closed many businesses. The recovery team had to figure out who would facilitate the recovery of downtown, and decided to create a nonprofit to receive and administer recovery funds. Eighteen months later, the downtown went from 160 businesses to over 200 businesses. It actually grew after the disaster. The nonprofit allowed the government agencies and community to do more work.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Remsa, seconded by Mr. Squilla; with Ms. Ellis-Marseglia opposed, that the Board authorize:

DVRPC staff to proceed to develop the draft mission statement, by-laws, and proposed articles of incorporation for two nonprofit organizations, to serve the 5 Pennsylvania counties and 4 New Jersey counties in partnership with DVRPC. Final approval to create the organizations will be subject to subsequent Board action.

## **8. Election of Fiscal Year 2018 Board Officers**

DVRPC Executive Director Barry Seymour first thanked the FY2017 Board Officers for their service, and especially Board Chair Val Arkoosh who diligently prepared for each board meeting and stayed on top of Commission business.

Mr. Seymour presented the nominating committee recommendations for Fiscal Year 2018 (July 1, 2017 through June 30, 2018) DVRPC Board Officers. Ms. Arkoosh asked if there were any nominations from the floor. Hearing no nominations from the floor, the Board considered the recommended slate of candidates from the nominating committee.

The recommended candidates are as follows:

Chair – Richard Hammer, Commissioner of NJDOT, with David Kuhn serving as alternate;

Vice Chair – Councilman Mark Squilla in the City of Philadelphia, with Michael Carroll serving as alternate.

Treasurer – Gina Burritt, Pennsylvania Governor’s Appointee, with Jim Mosca as alternate.

Secretary – Theresa Ziegler of Gloucester County, with Freeholder Heather Simmons serving as alternate.

Theresa Ziegler or Heather Simmons would also represent the New Jersey counties on the Executive Committee, Michelle Kichline from Chester County, with Brian O’Leary as alternate, would serve as the PA Counties representative on the Executive Committee. Camden City and Chester City have standing seats on the Executive Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Ritzman, seconded by Ms. Floyd that the Board approve:

The recommended slate of FY2018 Board Officers as recommended by the Nominating Committee.

## **PRESENTATION ITEMS**

### **9. State Transportation Innovation Councils**

Both Pennsylvania and New Jersey DOTs have established State Transportation Innovation Councils (STICs), a program encouraged by FHWA in 2010 to identify and encourage new ideas, techniques, processes and technologies that can be evaluated and implemented quickly and proficiently to advance transportation needs. Daniel Hartman of PennDOT, Karyn Vandervoort of FHWA, and Dave Kuhn of NJDOT gave overviews of the STICs, and updates on activities in both states.

## **DISCUSSION ITEMS**

### **10. One Minute Reports**

Liz Smith, SEPTA, reported that the SEPTA Board recently approved a fare increase. It also approved a solar array at a large maintenance center. It will be the second largest solar array in Philadelphia, after the Lincoln Financial Field.

James Ritzman, PennDOT, shared that he attended an event in Washington, DC on behalf of the Secretary about public-private partnerships. He was able to share with colleagues about the challenges and successes of PennDOT’s Rapid Bridge

Replacement Program. At the start of the program, the state identified 558 bridges in need of replacement. So far, more than 200 were completed. PennDOT is expecting an additional 225 bridges to be completed this calendar year, during a busy construction season. Mr. Ritzman also shared that the state has opened two Compressed Natural Gas (CNG) filling stations that are also open to the public for use.

Dave Kuhn, NJDOT, reported that New Jersey's 2018 Capital Program, including the transit budget, is available on the state's website.

Valerie Arkoosh, Montgomery County, shared two updates on housing in the county. The County's nonprofit Your Way Home has helped reduce the county's homeless population by 33% comparing January 2017 (when the count was taken) to January 2014. Additionally, the nonprofit and the county's "housing first" philosophy has diverted 85% of vulnerable people from ever becoming homeless. Secondly, the county is reporting that housing starts are up 16%. Over half of all new housing starts are multi-family – the most needed type of housing. The county is also reporting between 1 million to 2 million square feet of new commercial development. Both new housing and new commercial development is occurring within areas designated for growth or redevelopment in the MontCo 2040 long-range plan. Dr. Arkoosh credits Jody Holton and the Planning Commission team for their work.

Dr. Arkoosh also thanked the board and DVRPC's executive director for their support during her year as board chair. She shared that it was an honor to work with such a dedicated group of board members and staff.

Brian O'Leary, Chester County, thanked the board for approving the Regional Trails Program grant to Chester County. That particular trail project will connect Vanguard's corporate headquarters with a mixed use development (Atwater) and Downingtown.

Michael Carroll, City of Philadelphia, reported that oTIS met with DVRPC staff Sean Greene and Rob Graff to discuss the VW Settlement dollars. PADEP issued guidance documents on how to administer the settlement dollars. oTIS plans to submit a letter in support of that guidance. Mr. Carroll also encourages other counties/government agencies to take advantage of the funding opportunity, especially since the region is a non-attainment region for ozone.

Dana Redd, City of Camden, thanked Camden County and DVRPC for the Haddon Ave roadway improvement project that serves Parkside residential area, Our Lady of Lourdes Hospital, and a new charter school. She also talked about the upcoming development on the Camden waterfront. Liberty Property Trust is building new buildings for American Water (1 million square feet of mixed use), National Freight Industries, and a new Hilton Garden Inn. Ms. Redd acknowledges that there will be

some major traffic concerns, and will look to Camden County and DVRPC for technical assistance in addressing those concerns and new conditions.

Mark Remsa, Burlington County, reported that revitalization and redevelopment are continuing along the River Route Plan – the corridor including and between the NJ Transit RiverLine and Route 130.

Leslie Floyd, Mercer County, thanked the Board for approving the NJTAP lists, which includes some trail projects in Mercer County.

Peter Rykaard, Chester City, gave an update on a PennDOT project – eight (8) bridges over I-95 and CSX rail are being replaced.

Aliyah Furman, PA DCED, shared that the DCED's Multimodal grant program deadline is quickly approaching on 7/31.

## **11. Executive Director's Report**

- a. Recent meetings and accomplishments not included in the agenda:  
DVRPC received an award from the Transportation Management Association of Chester County for its work on The Circuit.

The Regional Safety Task Force adopted a Vision Zero policy, consistent with Philadelphia, PennDOT and NJDOT's policies. This is especially relevant given the tragic loss of Peter Jasvicas, a transportation advocate and founder of PennTrans, who was killed in a traffic accident on June 13<sup>th</sup>

- b. DVRPC 2017 Board Retreat  
Mr. Seymour reported that the Board Retreat will be on Thurs. 9/28 at the Adventure Aquarium in Camden, NJ. Camden Mayor Dana Redd and Camden County Freeholder Director Louis Cappelli will be our hosts. The day will probably start at 9 AM with the board meeting, followed by a program between 10AM and 12PM, and end with a tour of projects in Camden. More details to come over the summer.
- c. Letter to Congressional Delegation.  
At a previous meeting, Mr. Seymour shared a letter that the NARC Executive Board (on which Mr. Seymour is a member) wrote to Congress about transportation funding. Mr. Seymour sent a version of it directly to the DVRPC region delegation. It is included in the board packet.

d. Office Improvements

Mr. Seymour shared that as part of DVRPC's building lease agreement with ACP, DVRPC is currently receiving office improvement credits as its reached 12 years in the lease. Of particular note to the Board members is the creation of a new meeting room in the back of the Resource Center. This room will be available for board members to use for impromptu meetings and phone calls on board meeting days. Other improvements include upgraded AV and wireless mics in the main conference room.

e. Staff Transitions

Mr. Seymour shared that several staff members are retiring from DVRPC in June. Mary Bell, Manager of Demographic and Economic Analysis, is retiring after 29 years. Sharon Smith, Resource Center Manager, is retiring after 25 years of service. Jerry Coyne, Manager of Transportation Studies in the Office of Corridor Planning, is retiring after 25 years. And Margaret Shaw, Planning Division Secretary, is retiring after 22 years. In all, they have served over 100 years at DVRPC.

f. Upcoming Meetings and Events

Mr. Seymour shared that there is a Regional Community and Economic Development Forum on Tourism on June 27; Downtown Delivery Symposium, focusing on smaller downtowns on July 12; and a Healthy Communities Task Force meeting on civic space and mental health on July 14.

Additionally, DVRPC is partnering with WTS to put together a conference called Changing Lanes on October 18<sup>th</sup>. A Save the Date postcard was included in packets.

And DVRPC staff are coordinating several SolSmart Trainings: on June 29 in Upper Merion Township, a training on Permitting and Inspection of Solar Photovoltaic Systems; and on July 12 in Conshohocken on Fire Safety of PV Systems in emergencies. These are very practical trainings for code enforcement and emergency personnel at the municipal level.

g. New Releases

Mr. Seymour called the Board's attention to some new DVRPC releases including: City of Chester Green Stormwater Infrastructure Plan; Mt. Holly Township Public Access Plan (as part of a coastal zone management project); Transportation Improvements for the US 130-Bridgeboro Road Corridor in Burlington County; and Municipal Statistics for Southeastern Pennsylvania.

## **12. Committee Reports**

The following committee reports were provided for the Board's review:

- (1) Regional Technical Committee
- (2) Public Participation 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 11:54 a.m. on a **MOTION** by Mr. Kuhn, seconded by Ms. Redd.

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](http://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) 592-1800 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Alison Hastings, Acting Recording Secretary