

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of September 26, 2019

Location:      Grounds for Sculpture  
                    80 Sculptors Way  
                    Hamilton, NJ 08619

Membership Present

Representative

New Jersey Department of Community Affairs  
New Jersey Department of Transportation

Sean Thompson  
Mike Russo  
Eric Powers

New Jersey Governor's Appointee  
Pennsylvania Department of Transportation  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office

Daniel Kelly  
Jim Mosca  
(not represented)  
Nedia Ralston  
Diane Ellis-Marseglia

Bucks County  
Chester County  
Delaware County  
Montgomery County  
Burlington County  
Camden County  
Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia

Brian O'Leary  
Kevin Madden  
Val Arkoosh  
Mark Remsa  
Andrew Levecchia  
Theresa Ziegler  
Leslie Floyd  
Peter Rykard  
Eleanor Sharpe  
Chris Puchalsky  
June Morton  
Jeffrey Wilkerson

City of Camden  
City of Trenton

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division  
U.S. Department of Housing and Urban Development,  
Region III  
U.S. Environmental Protection Agency, Region II  
U.S. Environmental Protection Agency, Region III  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection

Brian Goodson  
Keith Lynch  
  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
Elizabeth Smith  
Lou Millan  
Elizabeth Semple  
(not represented)

Delaware River Port Authority  
Port Authority Transit Corporation  
New Jersey Office of Planning Advocacy  
Pennsylvania Department of Community and  
Economic Development

Barbara Holcomb  
Rohan Hepkins  
Donna Rendeiro

Aliyah Stanger

DVRPC Co-Counsel  
Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Andy Bockis  
Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkins, Alison Hastings, Greg Krykewycz, Karin Morris, Karen Cilurso, Natalie Cramer, Kwan Hui, Sonia Lee, John Coscia Jr., Sean Greene, Matt Gates, Najah Jackson, Van Doan, Mike Boyer, Taghi Ozbeki, and Renee Wise.

Guests

PennDOT District 6  
PennDOT District 6  
FHWA NJ  
Bucks County  
Bucks County  
Mercer County  
Delaware County  
Delaware County  
Delaware County  
Montgomery County  
NJ Transit  
NJ Transit  
DRPA  
City of Philadelphia  
Greenman Pederson, Inc.

Kathleen Winfree  
Jonathan Korus  
Patricia Leech  
Rich Brahler  
Evan Stone  
Matt Lawson  
Linda Hill  
Thomas Hastings  
Corey Brown  
Matt Edmond  
Blanca Quinde  
Jeremy Colangelo-Bryan  
Kellie McFarlane  
Nick Baker  
David Kuhn

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

Chair Sean Thompson called the meeting to order at 9:10 a.m. Mr. Thompson asked if there was any press in the room and if anyone was recording the meeting.

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

No public comments were stated.

**ACTION ITEMS**

**1. Minutes of Meeting of July 25, 2019**

The Board adopted the following **motion**:

**MOTION** by *Mr. Levecchia*, seconded by *Mr. O'Leary*, to approve the minutes of July 25, 2019.

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

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

Kwan Hui, DVRPC Manager, NJ Capital Programs, presented the following TIP actions to the Board:

### **a. PA19-76: MacDade Boulevard Closed Loop Signal System (MPMS #64790), Delaware County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase for the MacDade Boulevard Closed Loop Signal System (MPMS #64790) project back into the TIP in the amount of \$5,200,000 (FY19: \$1,369,000 CAQ/Toll Credit; FY20: \$1,129,000 CAQ/Toll Credit; FY21: \$2,702,000 CAQ).

This project involves traffic signal improvements at thirteen intersections along MacDade Boulevard between South Avenue and Cherry Street in Collingdale and Glenolden Boroughs, Delaware County. The construction phase of this project was originally anticipated to be obligated under the 2017 TIP; however, delivery was delayed due to the need to secure municipal and public official concurrence related to the removal of traffic signals at two intersections, as well as FHWA policy changes regarding Rectangular Rapid Flashing Beacon (RRFB) usage.

This project will replace the existing solid-state equipment with new state of the art controllers to allow for coordinated signalization and better traffic flow management. As part of the project, Oak Lane will be widened to include a 75-foot left turn lane. This turn lane is being constructed to improve intersection storage capacity at a location that is near a CSX freight line with the goal of minimizing rail and vehicular conflicts.

The following thirteen intersections will be upgraded as part of the project:

- MacDade Boulevard & South Avenue
- MacDade Boulevard & Knowles Avenue
- MacDade Boulevard & Ashland Avenue
- MacDade Boulevard & Cooke Avenue
- MacDade Boulevard & Oak Lane (S.R. 2015)
- MacDade Boulevard & Lafayette Avenue
- MacDade Boulevard & Woodlawn Avenue
- MacDade Boulevard & Clifton Avenue (S.R. 2013)
- MacDade Boulevard & Sharon Avenue (Signal to be removed)
- MacDade Boulevard & Felton Avenue
- MacDade Boulevard & Jackson Avenue (Signal to be removed)
- MacDade Boulevard & Roberta Avenue

- MacDade Boulevard & Cherry Street

The signals at MacDade Boulevard & Sharon Avenue and MacDade Boulevard and Jackson Avenue will be removed since they are no longer warranted. RRFB will be installed at these two locations.

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.

Peter Rykard, City of Chester, noted that the Sharon Hill Trolley impacts the crossing and the light goes in favor of the trolley. Mr. Rykard asked if this project would impact the trolley. Ms. Hui responded that she would look into it and get back to Mr. Rykard.

**b. PA19-77: US 202, Markley Street Improvements (Section 510) (MPMS #80021), Montgomery County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase for the US 202 Markley Street Improvements (MPMS #80021) project back into the TIP in the amount of \$10,957,000 (FY20: \$6,478,000 NHPP/\$1,620,000 State 581, and FY21: \$2,287,000 NHPP/\$572,000 State 581).

\$15,361,000 has already been obligated and encumbered for this project. The \$10,957,000 construction phase is due to an Advance Construct conversion of \$4,749,000 as well as a low bid increase of \$6,208,000. For a total estimated construction cost, with Construction Inspection, of \$26,318,000. Delays in full obligation of the project are due to the resolution of a lawsuit regarding a Project Labor Agreement that was included in the advertisement.

This project involves the reconstruction and widening of Route 202 (Markley Street) from south of Main Street to Elm Street, the replacement of two bridges over Stony Creek with a single bridge, and the rehabilitation of the stone arch bridge on Markley Street and Elm Street over Stony Creek in Norristown Borough, Montgomery County. The project involves reconstruction of the existing four-lane cross-section, the replacement of the existing northbound lanes on Bailey Bridge and replacement of the box beam structure of the southbound lanes over Stony Creek. Work also includes the rehabilitation of the Main Street arch bridge over Stony Creek, which involves widening the intersection to provide two left turn lanes from Markley Street to Main Street and total pavement reconstruction.

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.

**c. PA19-79: ADA Ramps 2020 (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding three new projects to the TIP in the total amount of \$22,701,000 and program accordingly: ADA Ramps 2020 Bucks and Montgomery Counties (MPMS #12842) in the amount of \$300,000 for the Preliminary Engineering phase (\$195,000 State 581 in FY19; \$105,000 State 581 in FY20), and \$7,501,000 for the Construction phase (\$130,000 STU/Toll Credit in FY25; \$4,935,000 STU/Toll Credit in FY27; \$2,436,000 STU/Toll Credit in FY30) for a total amount of \$7,801,000; ADA Ramps 2020 Chester and Montgomery Counties (MPMS #12885) in the amount of \$200,000 State 581 for the Preliminary Engineering phase in FY19, and \$3,800,000 for the Construction phase (\$188,000 STU/Toll Credit in FY25; \$3,612,000 STU/Toll Credit in FY27) for a total amount of \$4,000,000; and ADA Ramps 2020 Philadelphia (MPMS #12886) in the amount of \$400,000 for the Preliminary Engineering phase (\$195,000 State 581 in FY19; \$205,000 State 581 in FY20), and \$10,500,000 for the Construction phase (\$188,000 STU/Toll Credit in FY25; \$4,747,000 STU/Toll Credit in FY27; \$5,565,000 STU/Toll Credit in FY30) for a total amount of \$10,900,000.

Per Title II of the Americans with Disabilities Act (ADA), these pavement improvement activities require the removal of existing pedestrian access barriers when they are located within the limits of the projects. Pursuant to recently completed resurfacing work, these projects will improve ADA facilities as follows:

ADA Ramps 2020 Bucks and Montgomery Counties (MPMS #12842): This project will improve ADA facilities along several main roadways in Bensalem, Bristol, Falls Township, Morrisville, Lower Makefield, Lower Southampton, New Hope, and Northampton in Bucks County, and Abington, Horsham, Upper Dublin, and Upper Moreland in Montgomery County. These roadways include Bristol Pike, Lincoln Highway, Delmorr Avenue, River Road, Moreland Road, Bustleton Pike, Buck Road, State Road, Otter Street, Trenton Avenue, Oxford Valley Road, Swamp Road, and Lincoln Highway. A total of 496 ramps in this project area have been identified as having ADA barriers.

ADA Ramps 2020 Chester and Montgomery Counties (MPMS #12885): This project will improve ADA compliant curb ramps, signal attachments, and other miscellaneous sidewalk features for various state routes in Chester and Montgomery Counties, within the following municipalities: Atglen, Caln, Coatesville, Elverson, Downingtown, East Caln, East Nantmeal, North Coventry, Parkesburg, Phoenixville, Schuylkill, Upper Uwchlan, Uwchlan, West Nantmeal, and West Vincent in Chester County, and Souderton and Pottstown in Montgomery County. Signal upgrades may include new or relocated pedestrian pushbuttons, pedestrian signal heads, or signal poles. Other miscellaneous sidewalk improvements may include grading, seeding, signage installation, pavement striping and roadway adjustments. These roadways include Main Street & Anderson Avenue, Starr Street & Washington Avenue, Pottstown Pike, West Uwchlan Avenue, Hanover Street, Farmington Avenue & Hanover Street. A total of 252 ramps have been identified as having ADA barriers.

ADA Ramps 2020 Philadelphia (MPMS #12886): This project will improve ADA facilities along several main roadways in Philadelphia, including Route 1, Roosevelt Boulevard,

Cottman Avenue, New State Road, Welsh Road & Roosevelt Boulevard, Bustleton Avenue & Bridge Street, Philmont Avenue, Richmond Street & Girard Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street. A total of 565 ramps have been identified as having ADA barriers.

PennDOT assigns different prequalification codes to bituminous paving and to ADA ramp construction activities, because the construction activities require different competencies. To facilitate the construction of both the resurfacing work and the ADA ramp work, PennDOT commonly advances these work items via separate construction contracts.

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.

**d. PA19-80: Broad Street over Loading dock (Bridge) (MPMS #92147), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Broad Street over Loading dock (Bridge) (MPMS #92147) project to the TIP in the amount of \$25,201,000 and program accordingly: \$750,000 NHPP/Toll Credit for the Utility phase in FY19, \$750,000 for the Right of Way phase (\$144,000 NHPP/\$8,000 STP/Toll Credit in FY19 and \$598,000 NHPP/Toll Credit in FY20), and a total of \$23,701,000 for the Construction phase (\$763,000 NHPP/\$1,787,000 STU/Toll Credit in FY19; \$4,164,000 NHPP/\$958,000 STU/\$9,000 STP/Toll Credit in FY20; \$5,000,000 NHPP/\$1,151,000 STP/Toll Credit in FY21; \$52,000 STP/Toll Credit in FY22; \$1,471,000 NHPP/Toll Credit in FY24; and \$8,346,000 NHPP/Toll Credit in FY25).

This project will replace the Broad Street Bridge over a loading dock and reconstruct the associated roadway approach in the City of Philadelphia. The initial bridge was constructed in 1898 to separate Reading Railroad from Broad Street, and was reconstructed in 1956 to provide access to the adjacent buildings and loading docks. The bridge was renovated in 1983 to rehabilitate deck joints and to reinforce the roadway. The current structure is a five-span rolled steel beam structure that carries four lanes and two parking lanes, as well as a raised median. The sidewalks on either side of the roadway are each more than 20 feet wide and are adjacent to the former Philadelphia Inquirer building and the Commerce building.

High traffic volumes on Broad Street (Route 611), exposure to various weather conditions and standard deterioration of materials has caused the bridge to be in poor condition. Inspection of the bridge found hollow and fragmented breaks in the concrete throughout the top and bottom of the deck, severe fragmented breaks on pier pedestals, and rust and peeling paint throughout the structure. The bridge is centrally located in Philadelphia and any loss of load carrying capacity would greatly impact trucks moving through the area that are needed to serve the residential, commercial, and institutional properties nearby.

To maintain functionality, safety, and mobility along the Broad Street (Route 611) corridor, the structure needs to be replaced prior to the City of Philadelphia Police Department occupying the former Philadelphia Inquirer building on the west side. The Police Department is planning to occupy the building by January 2021, so construction must start in early 2020.

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 *Ms. Arkoosh*, *seconded by Ms. Sharpe* that Board adopt the following TIP actions:

PA19-76, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase for the MacDade Boulevard Closed Loop Signal System (MPMS #64790) project back into the TIP in the amount of \$5,200,000 (FY19: \$1,369,000 CAQ/Toll Credit; FY20: \$1,129,000 CAQ/Toll Credit; FY21: \$2,702,000 CAQ).

PA19-77, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase for the US 202 Markley Street Improvements (MPMS #80021) project back into the TIP in the amount of \$10,957,000 (FY20: \$6,478,000 NHPP/\$1,620,000 State 581, and FY21: \$2,287,000 NHPP/\$572,000 State 581).

PA19-79, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding three new projects to the TIP in the total amount of \$22,701,000 and program accordingly: ADA Ramps 2020 Bucks and Montgomery Counties (MPMS #12842) in the amount of \$300,000 for the Preliminary Engineering phase (\$195,000 State 581 in FY19; \$105,000 State 581 in FY20), and \$7,501,000 for the Construction phase (\$130,000 STU/Toll Credit in FY25; \$4,935,000 STU/Toll Credit in FY27; \$2,436,000 STU/Toll Credit in FY30) for a total amount of \$7,801,000; ADA Ramps 2020 Chester and Montgomery Counties (MPMS #12885) in the amount of \$200,000 State 581 for the Preliminary Engineering phase in FY19, and \$3,800,000 for the Construction phase (\$188,000 STU/Toll Credit in FY25; \$3,612,000 STU/Toll Credit in FY27) for a total amount of \$4,000,000; and ADA Ramps 2020 Philadelphia (MPMS #12886) in the amount of \$400,000 for the Preliminary Engineering phase (\$195,000 State 581 in FY19; \$205,000 State 581 in FY20), and \$10,500,000 for the Construction phase (\$188,000 STU/Toll Credit in FY25; \$4,747,000 STU/Toll Credit in FY27; \$5,565,000 STU/Toll Credit in FY30) for a total amount of \$10,900,000.

PA19-80, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Broad Street over Loading dock (Bridge) (MPMS #92147) project to the TIP in the amount of \$25,201,000 and program accordingly: \$750,000 NHPP/Toll Credit for

the Utility phase in FY19, \$750,000 for the Right of Way phase (\$144,000 NHPP/\$8,000 STP/Toll Credit in FY19 and \$598,000 NHPP/Toll Credit in FY20), and a total of \$23,701,000 for the Construction phase (\$763,000 NHPP/\$1,787,000 STU/Toll Credit in FY19; \$4,164,000 NHPP/\$958,000 STU/\$9,000 STP/Toll Credit in FY20; \$5,000,000 NHPP/\$1,151,000 STP/Toll Credit in FY21; \$52,000 STP/Toll Credit in FY22; \$1,471,000 NHPP/Toll Credit in FY24; and \$8,346,000 NHPP/Toll Credit in FY25).

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

**3a. DVRPC FY 2020 Work Program Amendment: PA 309 Connector Section HT3 Traffic Forecasts**

Matt Gates, DVRPC Manager, Office of Travel Trends and Forecasts, explained that PennDOT has requested that DVRPC prepare 2025 and 2045 daily and AM and PM peak hour traffic forecasts for Phase III of the PA 309 Connector Project (Section HT3) in Montgomery and Bucks Counties for both No-Build and Build alternatives to support its design and Point of Access study. Forecasts will also be prepared for Sections HAT and HT2. Funding will be \$164,300 in additional funds from Pennsylvania TIP MPMS #16438.

DVRPC Executive Director Barry Seymour noted that two public comments were submitted asking to expand the area included in the traffic counts. After considering these requests DVRPC and PennDOT have agreed to expand the scope to include these areas. Mr. Seymour noted that the comments and responses are in the Board packets.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Ms. Arkoosh*, seconded by *Mr. Mosca* that the Board amend:

The FY2020 Work Program to include the PA 309 Connector Section HT3 Traffic Forecasts project

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

**3b. DVRPC FY2020 Work Program Amendment: #20.52.110 Add Direct Bus Expansion Feasibility project, remove Bus Transportation Center- Philadelphia Mills project**

Greg Krykewycz, DVRPC Associate Director, Multi-Modal Planning, explained that SEPTA has requested to replace the Bus Transportation Center- Philadelphia Mills hub project in the FY 20 UPWP with the Direct Bus Expansion Feasibility project. SEPTA no longer requires support to evaluate candidate locations for a Philadelphia Mills bus

transfer hub because the transit agency is in the process of acquiring property that has solidified their plans in the area.

SEPTA is considering expanding Direct Bus service as part of its planned system wide bus network reconsideration, and has requested DVRPC planning support to identify corridors within its service area where future limited stop service would be valuable and successful. Like Roosevelt Boulevard, many transit corridors that are likely to be suitable for Direct Bus service are also state highways, requiring coordination with PennDOT and with other capital projects consistent with the principles of PennDOT Connects. The report will result in a prioritized concept plan for expansion of SEPTA's Direct Bus (BRT lite) limited stop bus network, within the City of Philadelphia and in DVRPC's suburban counties.

This work has been funded by PennDOT Connects and Comprehensive Planning, and will be conducted by DVRPC staff in our Fiscal year 2020 (completion date 6/30/2021). Funding is \$150,000; comprised of \$30,000 from DVRPC Comprehensive Planning funds and \$120,000 from PennDOT Connects.

Elizabeth Smith, SEPTA, commented that SEPTA's bus network project is so important and bringing all of our partners together on this work is wonderful. Jim Mosca, PennDOT, commented that this project really embraces the spirit of PennDOT Connects.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Madden*, seconded by *Ms. Ralston* that the Board amend:

The FY2020 Work Program to include project #20.52.110, and add the Direct Bus Expansion Feasibility project and remove the Bus Transportation Center- Philadelphia Mills project.

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

**4. Adoption of the Conformity Finding of the DVRPC Connections 2045 Long-Range Plan, FY 2019 Transportation Improvement Program (TIP) for Pennsylvania, and Draft FY 2020 TIP for New Jersey**

Sean Greene, Air Quality Programs Manager, explained that transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the *Connections 2045* Long-Range Plan (Plan), FY 2019 TIP for Pennsylvania, and Draft FY 2020 TIP for New Jersey.

This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual PM<sub>2.5</sub> (Delaware County Nonattainment Area);
- Annual and 24-hour PM<sub>2.5</sub> (the Philadelphia-Wilmington, PA-NJ-DE PM<sub>2.5</sub> Maintenance Area); and
- Annual and 24-hour PM<sub>2.5</sub> (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM<sub>2.5</sub> Maintenance Area).

DVRPC held a public comment period from July 23, 2019 to August 23, 2019, and hosted two public meetings on July 29, 2019 in Trenton, New Jersey and on July 30, 2019 in Philadelphia, Pennsylvania. DVRPC received no comments on the Draft Conformity finding.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Ms. Morton*, seconded by *Mr. Russo* that the Board adopt:

The conformity finding of the *Connections 2045* Long-Range Plan, FY 2019 Transportation Improvement Program for Pennsylvania, and FY 2020 TIP for New Jersey in the DVRPC planning area by adopting resolution number B-FY20-001.

#### **5. Adoption of the Draft DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23) with Recommended Changes**

Kwan Hui, DVRPC Manager, NJ Capital Programs, explained that federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The TIP is required to cover a minimum of four federal fiscal years (FY) of programming and must be consistent with the Long-Range Plan. DVRPC TIP documents for both New Jersey and Pennsylvania cover a longer planning and programming horizon (10 years for NJ; 12 years for PA) to better understand expected resources and provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. DVRPC undertakes a major TIP Update every year for the four New Jersey or five Pennsylvania counties; and the PA and NJ TIPs are updated on alternating years. At this time, staff is presenting the Draft DVRPC FY2020 TIP for New Jersey (FY20-FY23) with Recommended Changes for adoption by the DVRPC Board. The List of Recommended Changes is one of the attachments in this packet.

The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for public input and comment. Work on the development of the FY2020 TIP for NJ commenced in October of 2018. The New Jersey Subcommittee of the RTC ("NJ TIP Subcommittee"), under the direction of

DVRPC staff, has worked to develop a Draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, Long-Range Plan consistency, and Environmental Justice.

The Draft DVRPC FY2020 TIP for New Jersey contains 123 projects over the First-Four Years (FY20-FY23) that are worth \$1.679 billion (an average of about \$420 million per year): \$1.079 billion for projects addressing the highway system and \$600 million for the transit system (\$523 million for NJ TRANSIT and \$77 million for DRPA/PATCO).

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained based on the financial resources identified by NJDOT and transit operators NJ TRANSIT and the DRPA/PATCO, as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality. For information purposes, there are 17 project studies displayed in the Draft TIP's Study and Development Program that are technically "pre-TIP" and could advance to engineering/design/construction in the future. The Draft TIP also displays 108 NJDOT-managed statewide highway programs for the State of New Jersey worth slightly over \$4.5 billion over the First-Four Years (FY20-FY23).

#### Public Involvement:

A minimum 30-day public comment period must be conducted prior to a formal MPO Board action to adopt the TIP. The Draft TIP document was made available for public review on Tuesday, July 9, 2019 at 5:00 p.m. and closed on Friday, August 9, 2019 at 5:00 p.m. Legal notices explaining the public comment process were published by five newspapers: *The Philadelphia Inquirer*, the *Courier-Post*, *The Times of Trenton*, *South Jersey Times*, and *Al Dia*. Media advisories were issued prior to the start of the public comment period. The public comment period was announced on DVRPC's homepage at [www.dvrpc.org](http://www.dvrpc.org). An email notice was also sent to over 3,500 individuals, organizations, and DVRPC affiliated groups. In addition, DVRPC utilized social media outlets (Twitter, Instagram, Facebook, and LinkedIn) to highlight the Draft TIP and promote the public comment period. All TIP-related documents were published on the Internet; copies were placed at major public libraries throughout the region; and printed documents were distributed to many stakeholders and made available at the public meeting/information session.

DVRPC's website played a vital part in our public outreach effort. An updated, interactive web-based online commenting application at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft) was available for the public's convenience to directly submit comments to DVRPC about the program. A dedicated email address, [tip@dvrpc.org](mailto:tip@dvrpc.org), was available for anyone who preferred to send their comments via email. The Draft TIP document and other related documents were placed on DVRPC's website along with the public meeting/informational session's date and location, locations of libraries where the document is displayed, general information about the TIP and how it was developed, and all the project listings and financial information.

On Monday, July 29th from 6 – 8 p.m., DVRPC held a public meeting/information session at the Joyce McDade Administration Building in Trenton, New Jersey. DVRPC staff presented the Draft TIP to the public and provided them an opportunity to ask questions and/or verbally present comments to state, county, transit, and DVRPC staff.

In response to Title VI and Environmental Justice concerns, outreach occurred to specific communities as well as to the region as a whole. Per the Commission's recently adopted language access plan, the Public Notice and Draft TIP Highlights document were translated into Spanish and distributed to the libraries. DVRPC also sent the Public Notice to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, tribal governments, and other interest groups.

#### Public Involvement Results:

A total of 69 individuals from the general public (including some on behalf of advocacy groups), advocacy groups, a County Freeholder, and municipal representatives submitted 77 written comments about the Draft TIP through the web-based online commenting application, email, and air mail. The attached Index of Comments provides an abridged summary of their comments; and the Public Comment Form attachment displays the full, original content of comments, including letters received during the public comment period. Since some individuals stated more than one issue in their submitted comments, DVRPC assigned each issue an "Item #" that is used to gather responses from the appropriate DVRPC regional planning partner agencies that are included in the attachments. There are 82 total issues from all comments received. These issues are generally categorized into five types and are listed below. Also listed is the percentage of each issue type out of all 77 comments from 69 individuals.

#### Issue Types (Percentage of All Comments):

1. DVRPC Competitive CMAQ Program request or comment (65 percent)
2. Project concerns, questions, and/or suggestions (22 percent)
3. Requests for a new TIP project/line item/study (9 percent)
4. Supports project or other TIP related item (4 percent)
5. General concerns, questions, and/or suggestions (1 percent)

Many of DVRPC's partner agencies provided responses to these written submissions by the September 10<sup>th</sup> RTC meeting.

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to ensure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIPs and Long-Range Plan (Plan). The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. US DOT cannot fund, authorize, or otherwise approve transportation programs or projects unless the TIP and

the Plan is determined to “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans,.

DVRPC’s conformity analysis of the Connections 2045 Long-Range Plan, the Draft FY2020 TIP for NJ, and the current FY2019 TIP for PA, conform to the respective State Implementation Plans of Pennsylvania and New Jersey and all applicable National Ambient Air Quality Standards requirements under the Clean Air Act. The conformity finding was presented today.

Mark Remsa, Burlington County, complimented DVRPC on all of the work compiling the TIP and especially the outreach methods used and the ease of the website. Additionally he commented that the Burlington County freeholders are not happy about the pace at which projects for the county move from the Long-Range Plan to the TIP and the pace at which projects for the county on the TIP move to completion. In addition, the county is concerned that because the original design was changed there have been problems with the I-295/Route 38 “Missing Movements” project. The county is asking that things move faster with this project because there are major safety and congestion issues and it is important to right-size” the project so that its costs are reasonable.

Barbara Holcomb, DRPA, commented that DVRPC has done a great job putting the TIP together. DVRPC Executive Director Barry Seymour noted that 77 comments were received from 69 individuals and that Kwan and the DVRPC staff did a great job compiling everything for the TIP. Mr. Seymour commented that he shares Mr. Remsa’s frustration in not having enough resources and that the pace of things is not always as fast as we would like.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

The Draft DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23) with recommended changes as the region's official selection of transportation projects for federal funding, by passing Resolution number B-FY20-002.

**6. Request to Adopt the FY 2019 Comprehensive Economic Development Strategy (CEDS)**

Karen Cilurso, DVRPC Manager, Office of Community and Economic Development, explained that *Growing Greater Philadelphia* was developed to satisfy the federal requirement for a regional Comprehensive Economic Development Strategy (CEDS), and will serve as the required five-year revision of the regional CEDS originally adopted by the U.S. Economic Development Administration in 2009 and updated in 2014. *Growing Greater Philadelphia* covers the nine-county DVRPC region and includes background demographic, economic, and land use data; identifies regional strengths,

weaknesses, opportunities, and threats; discusses economic resilience; identifies regional economic development goals, objectives, and strategies; and identifies potential performance measures that will be tracked in future years to measure progress made toward achieving the regional goals.

The regional CEDS was developed under the guidance of a Review Committee comprised of representatives of the private sector; chambers of commerce; state, regional, county, and city agencies and organizations, and academic institutions. Two public meetings were held in October 2018 and March 2019 to discuss Greater Philadelphia's strengths, weaknesses, opportunities, and threats as well as set goals and priorities for economic development, public investment, job creation, and talent retention and attraction. A formal committee meeting was also held in April 2019 which featured a panel of business representatives and public sector and academic professionals discussing economic and supply chain resilience. The draft CEDS was available for comment by the Review Committee in April 2019 and a formal public comment period was held from August 1 to September 3, 2019.

Mark Remsa, Burlington County, asked if there would be an opportunity to change and update the CEDS before the five years. Ms. Cilurso responded that we will have the ability to update the plan every year and can add additional projects at any time.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. O'Leary*, seconded by *Mr. Remsa* that the Board adopt:

*Growing Greater Philadelphia: Greater Philadelphia's Comprehensive Economic Development Strategy*, by adopting Resolution B-FY20-003.

## **DISCUSSION ITEM**

### **7. One Minute Reports**

Donna Rendeiro, NJ Office for Planning Advocacy, introduced herself as the new Director of the New Jersey Office for Planning Advocacy and expressed that she is looking forward to working with everyone.

Rohan Hepkins, PATCO, commented that as a result of his interactions and participation with DVRPC he is more aware of how important the Commission is to the region. Considering how critical infrastructure and climate change are, DVRPC's work is extremely valuable.

Barbara Holcomb, DRPA, reported that on September 24 the Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp project was awarded a Complete Streets Excellence Award. This award is for projects that have demonstrated excellence in Complete Streets implementation.

Lou Millan, NJ Transit, reported that there is more funding going towards environmental work for the Bus Rapid Transit System. Eight new electric buses will operate out of Camden soon but NJ Transit would like to learn more about them before they are put to use.

Elizabeth Smith, SEPTA, reported that an update to the SEPTA app for SEPTA Key is out and it allows reloading and other features. Paper bus schedules were updated and streamlined with color coding and branding.

Brian Goodson, FHWA NJ, commented that he is happy that the NJ TIP was passed and he thanked DVRPC for all of the work.

Dan Kelly, NJ Governor's Authorities Unit, introduced himself and noted that he also works in the Office of Disaster Recovery and Resilience. He encouraged Board members to reach out to him if they have questions or interest in that area.

Michael Russo, NJDOT, commented that he is happy to see that the Ben Franklin Bridge Walkway work has been recognized. Mr. Russo thanked DVRPC for their work on the NJ TIP.

Jim Mosca, PennDOT, reported that PennDOT was named as one of the top 12 projects nationwide in the America's Transportation Awards competition for our PennDOT Connects transportation planning initiative. The multimodal transportation funding applications are open until November 8, 2019.

Eleanor Sharpe, City of Philadelphia, reported that Indego bike share is expanding.

Leslie Floyd, Mercer County, welcomed everyone to Mercer County and encouraged everyone to see the Grounds for Sculpture and to explore Mercer County.

Brian O'Leary, Chester County, reported that the county voted to create some new Boards including: Pipeline Safety Advisory Board, Environmental & Energy Advisory Board, and Census Board.

Val Arkoosh, Montgomery County, reported that on September 19 a Complete Streets policy was announced at the Commissioner's meeting. The county will be making a concerted effort to incorporate the policy into its planning. Additionally the county also announced its Health in All Policies Plan and will look at how policies and plans affect health.

Jeffrey Wilkerson, City of Trenton, thanked DVRPC for their assistance with circulation and intersection projects in the city. He noted that the Complete Streets guidebook that DVRPC assisted with has been great for the city.

Aliyah Stanger, PA DCED, thanked Karen Cilurso and DVRPC for the work on the CEDS.

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

### **a. Board Retreat Activities**

Mr. Seymour asked that after the Board meeting Board members please find their seats at the tables that are labeled. The sessions will start shortly after the Board meeting.

### **b. FY21 Work Program Development**

Mr. Seymour called the Board's attention to the fact that FY21 Work Program proposals are due Oct 4 and that a Work Program Committee meeting will be taking place on October 11.

### **c. Classic Towns Retirement**

Mr. Seymour reported that the Classic Towns Program which was started as a marketing program for some of the smaller towns in the region will be winding down. The ability of towns to do their own marketing has grown and DVRPC feels the towns no longer need the program and will instead provide technical assistance.

### **d. NARC Regional Policies and Priorities**

Mr. Seymour noted that a document detailing NARC's policies around transportation, housing, and resilience can be found in the Board folders.

### **e. Federal Transportation Legislation**

Mr. Seymour called the Board's attention to the proposed federal transportation legislation, America's Transportation Infrastructure Act of 2019 from the Senate Environment and Public Works Committee. Mr. Seymour noted that a summary of the Act can be found in the Board folders.

## **9. Committee Reports**

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

- (1) Regional Technical Committee
- (2) Regional Aviation Committee

- (3) Transportation Operations Task Force
- (4) Regional Safety Task Force
- (5) 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 10:05 a.m. on a

**MOTION** by *Ms. Floyd, seconded by Mr. Levecchia.*

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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Renee Wise, Recording Secretary