



DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE

July 6, 2021 Meeting Highlights

This Meeting was held as a Webinar

1. Call to Order - Chairperson's Comments

Matthew Lawson (Chair, Mercer County) welcomed RTC members and called the meeting to order.

2. Deputy Executive Director's Report

DVRPC's Deputy Executive Director Patty Elkins wished everyone a good morning and noted that there have been some recent changes at DVRPC. Two long term, impactful staff have retired - John Ward and Elizabeth Schoonmaker, and we are grateful for their years of service to DVRPC and the region. We have a new organizational chart and a new structure with three new Director level planners: Karin Morris is now Director of Community Planning, Mike Boyer Director of Regional Planning, and Greg Krykewycz is Director of Transportation Planning. All of the planning groups are organized under Greg, Mike and Karin, and this is designed to foster more coordination. As Deputy Executive Director some things I am thinking about as I take on this role are increasing our internal collaboration, increasing and expanding collaboration with existing and new partners, continuing to center DEIJ in our work, and finding additional ways to support implementation.

Ms. Elkins welcomed Matt Lawson back to the seat of Chair, which he also held back in FY2008 and welcomed Jonathon Korus as Vice Chair. Ms. Elkins noted that she looks forward to working with both of you, and of course the entire RTC.

Ms. Elkins reported that the Board approved all the action items that the RTC recommended to them including: approval of seven TIP amendments. One of those amendments for the SEPTA Vehicle Overhaul Program contained a mis-stated number in the Power Point presentation, but the correct number was shown in the packet. The mis-stated number was \$86,676,000, when it should have been \$82,676,000, and the figure was corrected in the Board materials and all other documentation moving forward. In addition, the board approved opening the public comment period for the NJTIP, LRP and conformity analysis, our Self-Certification process, and the 2050 Forecasts.

Ms. Elkins called the RTC's attention to the fact that this month we are kicking off our Work Program partner coordination process, meeting with all nine counties along with Trenton, City of Camden, City of Chester, our 3 transit agencies, and the DOTS. We will discuss new and ongoing projects related to each jurisdiction or agency, regional projects of interest, and we will begin the brainstorming for FY23, which starts July 1, 2022. We're looking forward to meeting with many of you to have more in-depth discussions this summer.

Ms. Elkis also noted that DVRPC's Data Coordination team is working on developing a tool for DVRPC's website that will improve how people discover, understand, and download DVRPC datasets. To help drive that effort, the team has put together a survey so that they can better understand our data user's needs. As our planning partners, your data needs are of high priority and we would like to hear from all of you. The link to the survey will be in the chat box, and it would be helpful if you could forward it to appropriate staff in your agencies. We will be advertising the survey on our website and emailing our various contact lists too.

LINK: <https://www.research.net/r/dvrpcdata>

Ms. Elkis reported that there are a couple of new funding programs available. On the Pennsylvania side, the TASA program opened June 28, and pre-applications are required and due 8/16. The application period closes October 15, with about \$18 m available statewide and \$8 million regionally. The DCED or CFA Multimodal Program opened 4/22 and closes 7/31. The PennDOT Bureau of Public Transportation is accepting applications for Private Nonprofit Vehicle Grants, between 7/1/21 and 8/2/21, and USDOT published a NOFO for the FY21 USDOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program, funded at \$60 million/year. They are accepting applications until August 23, 2021. On the New Jersey side, the Safe Routes to School Grant program opened on May 25 and closes 10/14/21. If you need more info on any of these funding programs, feel free to reach out to DVRPC's Rick Murphy or Kwan Hui.

Ms. Elkis noted that at the federal level reauthorization, an infrastructure bill and earmarks, are all very fluid. The House passed a roughly \$760 billion transportation and water infrastructure bill on July 1 called the INVEST in America Act, by a vote of 221 to 201. The package provides \$343 billion for roads, bridges and safety programs, \$109 billion for transit agencies and \$95 billion for rail. It also includes \$117 billion for drinking water programs and \$51 billion for wastewater infrastructure. Amendments adopted over 2 days of debate added about \$44 billion to the bill, mostly to support the adoption of electric vehicles. The draft INVEST Act included Earmarks, including 37 in our region (25 in PA; 12 in NJ) totaling \$129 million, with most projects in the \$2-4 million range, but the largest single project is \$17 million for Route 130/Florence Columbus Road in Burlington County. We do not yet have information on whether the bill that passed still included all of those earmarks for our region. Meanwhile, a bipartisan group of senators last week reached a deal on a \$579 billion infrastructure proposal endorsed by the President, who is also committed to a larger bill that would include human infrastructure priorities outlined in his American Families Plan, including child care, health care and education.

With reauthorization now tied up into a broader infrastructure framework, the timing and path forward for reauthorization - which expires on September 30, is unclear.

Ms. Elkis noted that USDOT Secretary Pete Buttigieg announced last week that the Biden-Harris Administration intends to award \$905.25 million to 24 projects under the Infrastructure for Rebuilding America (INFRA) discretionary grant program, which is designed to rebuild infrastructure and create jobs. The Philadelphia Regional Port Authority will be awarded \$49 million for the Southport Berth Development and Port Expansion project.

Ms. Elkis called the RTC's attention to the fact that DVRPC's offices were undergoing renovation during the pandemic and are getting finished up this summer. We hope we may actually be able to hold this meeting in person and as a hybrid, but we will provide more information on that in August as we see how things are playing out. Right now, we are planning to hold the September Board meeting in person/hybrid, and I will look to hold the RTC in person in October, with more info to come as things settle back into place.

Ms. Elkis noted some recent DVRPC publications including: FY22UPWP - in English and in Spanish, Safe Routes to Transit: Morton, Frankford Avenue Multimodal Study.

Ms. Elkis noted some upcoming virtual meetings including: Goods Movement Task Force - July 14, Healthy Communities Task Force - July 14, Transportation Operations Task Force, July 15, PPTF - July 22, DVRPC Board Meeting - July 22.

Ms. Elkis noted that the next Regional Technical Committee (RTC) meeting is

September 7.

3. Public Comment on Any Agenda and Non-Agenda Item

No public comments were stated.

ACTION ITEMS

4. Highlights of the June 8, 2021 RTC Meeting

The highlights from the June 8, 2021 meeting of the RTC were presented for adoption.

Motion: by Thomas Shaffer seconded by Andrew Levecchia that the RTC adopt the highlights of the June 8, 2021 RTC meeting.

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

5. Transportation Improvement Program (TIP) Actions

Jesse Buerk (DVRPC) presented four TIP actions.

- a. PA21-51: Coatesville Train Station (MPMS #87534), PennDOT Bureau of Rail, Freight, Ports, and Waterways – Remove Funding from TIP

PennDOT's Bureau of Rail, Freight, Ports, and Waterways has requested that DVRPC amend the DVRPC FY2021 TIP for Pennsylvania by reducing the Construction (CON) funding in the DVRPC FY21 phase of the Coatesville Train Station project (MPMS #87534) by \$33,954,000. The funds that are programmed totaling \$33,954,000 are actually, associated with other Urbanized Areas (UZA) in the state and were inadvertently programmed in the DVRPC TIP, recognizing that those funds are

provided by FTA for Keystone Corridor projects and will continue to be directed to the Coatesville Train Station. The \$33,954,000 (\$13,850,000 FTA Section 5307/\$13,314,000 FTA Section 5337/\$6,790,000 State 1516) programmed, which represented additional funds to the region, will be removed from the DVRPC TIP accordingly: The FY21 CON phase is being reduced from \$43,713,000 (\$17,486,000 FTA Section 5337/\$17,485,000 FTA Section 5307/\$8,742,000 State 1516) to \$9,759,000 (\$4,172,000 FTA Section 5337/\$3,635,000 FTA Section 5307/\$1,952,000 State 1516). The total cost estimate of this project is still \$64,949,000. \$21,237,000 has already been placed into a grant.

Motion: by *Brian Styche*, seconded by *Jim Mosca*, that the RTC recommend the Board approve TIP action:

PA21-51, PennDOT's Bureau of Rail, Freight, Ports, and Waterways request that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the Construction (CON) funding in the DVRPC FY21 phase of the Coatesville Train Station project (MPMS #87534) by \$33,954,000. The funds that are programmed totaling \$33,954,000 are actually, associated with other Urbanized Areas (UZA) in the state and were inadvertently programmed in the DVRPC TIP, recognizing that those funds are provided by FTA for Keystone Corridor projects and will continue to be directed to the Coatesville Train Station. The \$33,954,000 (\$13,850,000 FTA Section 5307/\$13,314,000 FTA Section 5337/\$6,790,000 State 1516) programmed, which represented additional funds to the region, will be removed from the DVRPC TIP accordingly: The FY21 CON phase is being reduced from \$43,713,000 (\$17,486,000 FTA Section 5337/\$17,485,000 FTA Section 5307/\$8,742,000 State 1516) to \$9,759,000 (\$4,172,000 FTA Section 5337/\$3,635,000 FTA Section 5307/\$1,952,000 State 1516).

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

b. PA21-52: Mount Alverno Road Bridge Over Chester Creek (CB #9) (MPMS #86368), Delaware County – Add CON Phase Back into TIP

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Construction (CON) phase of the Mount Alverno Road Bridge Over Chester Creek (CB #9) project, MPMS #86368, back into the TIP in FY21 in the amount of \$4,500,000 (FY21: \$363,000 BOF/\$938,000 STU/\$244,000 State 183/\$82,000 Local; FY22: \$2,299,000 BOF/\$431,000 State 183/\$143,000 Local). The total estimated cost of this project is \$5,104,000 for the pre-construction and construction phases.

Motion: by *Thomas Shaffer*, seconded by *Jonathan Korus*, that the RTC recommend the Board approve TIP action:

PA21-52, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Construction (CON) phase of the Mount Alverno Road Bridge Over Chester Creek (CB #9) project, MPMS #86368, back into the TIP in FY21 in the amount of \$4,500,000 (FY21: \$363,000 BOF/\$938,000 STU/\$244,000 State 183/\$82,000 Local; FY22: \$2,299,000 BOF/\$431,000 State 183/\$143,000 Local).

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

c. PA21-53: Barbadoes Street Connector Road (MPMS #106068),
Montgomery County – Low Bid Cost Savings

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the construction (CON) funding of the Barbadoes Street Connector Road project, MPMS #106068, by \$5,198,000 (FY22: \$1,000,000 NHPP/\$3,221,000 STU/Toll Credit, FY23: \$932,000 STU/Toll Credit, FY24: \$45,000 STU/Toll Credit) due to low bid cost savings.

Motion: by *Matt Edmond*, seconded by *Jonathan Korus*, that the RTC recommend the Board approve TIP action:

PA21-53, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the construction (CON) funding of the Barbadoes Street Connector Road project, MPMS #106068, by \$5,198,000 (FY22: \$1,000,000 NHPP/\$3,221,000 STU/Toll Credit, FY23: \$932,000 STU/Toll Credit, FY24: \$45,000 STU/Toll Credit) due to low bid cost savings.

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

d. PA21-54: Henry Ave Corridor Safety Improvements, Phase 2 (MPMS
#102134), City of Philadelphia – Cost Increase

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the Henry Ave Corridor Safety Improvements, Phase 2 project (MPMS #102134) by \$8,801,000 (FY21: \$2,000,000 NHPP/\$3,801,000 STU/Toll Credit; FY22: \$3,000,000 STU/Toll Credit); and to increase the work limits to Barnes Street. The CON phase is increasing from \$5,999,000 (FY21: \$897,000 NHPP/\$2,551,000 HSIP/Toll Credit; FY22: \$2,551,000 HSIP/Toll Credit) to \$14,800,000 (FY21: \$2,897,000 NHPP/\$3,801,000 STU/\$2,551,000 HSIP/Toll Credit; FY22: \$3,000,000 STU/\$2,551,000 HSIP/Toll Credit).

Motion: by *David Kanthor*, seconded by *Jonathan Korus*, that the RTC recommend the Board approve TIP action:

PA21-54, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the Construction (CON) phase of the Henry Ave Corridor Safety Improvements, Phase 2 project (MPMS #102134) by \$8,801,000 (FY21: \$2,000,000 NHPP/\$3,801,000 STU/Toll Credit; FY22: \$3,000,000 STU/Toll Credit). The CON phase is increasing from \$5,999,000 (FY21: \$897,000 NHPP/\$2,551,000 HSIP/Toll Credit; FY22: \$2,551,000 HSIP/Toll Credit) to \$14,800,000 (FY21: \$2,897,000 NHPP/\$3,801,000 STU/\$2,551,000 HSIP/Toll Credit; FY22: \$3,000,000 STU/\$2,551,000 HSIP/Toll Credit); and to increase the work limits to Barnes Street.

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

INFORMATION ITEMS

6. Transit Safety Performance Measure Appendix of the DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey and of the DVRPC FY2021 TIP for Pennsylvania

Rick Murphy (DVRPC) explained that The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require State DOTs, Transit Operators, and MPOs to establish and use a performance-based approach to transportation decision making. The requirement to add language detailing progress towards meeting targets of the Transit Safety Performance Measures in the DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey, and the DVRPC FY2021 Transportation Improvement Program (TIP) for Pennsylvania was discussed.

7. DVRPC Crash Data Viewer

Kevin Murphy (DVRPC) explained that DVRPC's Crash Data Viewer is a web tool that allows users to summarize high level crash information including crash severity, collision type, and mode by municipality, county and for the region; five years of data are available (2014 -2019). The tool also has a selection feature and can be used to zoom-in for a closer look at individual corridors or intersections.

PRESENTATIONS

8. A River Reconnected: The Challenges and Opportunities of Public Access to the Tidal Delaware River

Miles Owen (DVRPC) explained that *A River Reconnected* is a research study that describes in detail the historical trends, present-day projects, and future plans of public access to the Tidal Delaware waterfront of Pennsylvania. Covering the waterfront from Morrisville to Marcus Hook, this study also explores barriers to access, highlights the benefits of improving and increasing access, and concludes with a series of recommendations that will help increase the quality and quantity of public access opportunities.

9. Devon Station Multimodal Access Study

Derek Lombardi (DVRPC) explained that Devon Station is a historic asset and vital transit link in Easttown Township, on SEPTA's Paoli-Thorndale Regional Rail line. SEPTA plans to restore and improve the Devon Station building and platforms in future years. In advance of these improvements, DVRPC staff collaborated with SEPTA, Chester County, and Easttown Township to develop concepts that make walking and biking to Devon Station safer and easier. The study also recommended land use strategies that complement the rail facility and surrounding commercial corridor.

DISCUSSION ITEMS

10. One Minute Reports

RTC Members and guests provided updates on the activities of their agencies.

11. Old and New Business

12. Meeting Adjournment

Meeting was adjourned at 11:58 AM

The next scheduled meeting of the RTC is **Tuesday, September 7, 2021.**

ATTENDANCE

Voting Members

NJ Department of Transportation
NJ Department of Environmental Protection
NJ Department of Community Affairs
NJ Governor's Appointee
NJ Office for Planning Advocacy
PA Department of Community and Economic Development
PA Department of Environmental Protection
PA Department of Transportation
PA Governor's Appointee
PA Governor's Policy Office
Bucks County
Burlington County
Camden County
Chester County
Delaware County
Gloucester County
Mercer County
Montgomery County
City of Philadelphia – City Planning Commission
City of Philadelphia – Department of Streets
City of Philadelphia – OTIS
City of Camden
City of Chester
City of Trenton
Delaware River Port Authority
New Jersey Transit Corporation
Port Authority Transit Corporation
Southeastern PA Transportation Authority
Public Participation Task Force

Non-Voting Members

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

Representative

Monica Etz
(not represented)
(not represented)
Rudy Rodas
(not represented)
(not represented)
(not represented)
Jim Mosca
(not represented)
Jonathan Korus
Rich Brahler
Tom Stanuikynas
Andrew Levecchia
Brian Styche
Tom Shaffer
(not represented)
Matthew Lawson
Matthew Edmond
David Kanthor
Nicholas Baker
Kelley Yemen
(not represented)
Peter Rykard
Michael Kolber
Tonyelle Cook-Artis
Blanca Quinde
Rohan Hepkins
Brian McFadden
Michael Clemmons
Representative
(not represented)
Kelvin McKavanaugh
(not represented)
(not represented)
(not represented)
Renee Androckitis
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)

US EPA - Region III
US Department of Housing and Urban Development

(not represented)
(not represented)

ATTENDANCE (cont'd)

Other Member Representatives and Guests

Matt Popek – Montgomery County
Carol Thomas – Burlington County
Laura Keeley – Federal Transit Administration
Steve Panko – PennDOT
Susan Herman – Residents for Regional Traffic Solutions, Inc.

DVRPC Staff

Barry Seymour
Patty Elkis
Miles Owen
Derek Lombardi
Kevin Murphy
Katie Nash
Kwan Hui
Shawn Megill Legendre
Jesse Buerk
Rick Murphy
Elise Turner
Maridarlyn Gonzalez
Alison Hastings
Chris King
Andrew Svekla
Matt Gates
Chris Linn
Tom Edinger
Linda McNeffer
Najah Jackson
Renee Wise

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, 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) 238-2871 or email.