

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 23, 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	David Kuhn
New Jersey Governor's Appointee	Thomas Huth
Pennsylvania Department of Transportation	James Ritzman
	James Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Diane Ellis-Marseglia
	Lynn Bush
Chester County	Brian O'Leary
Delaware County	John McBlain
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	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	June Morton
City of Trenton	(not represented)

Non-Voting Members

Federal Highway Administration New Jersey Division	Calvin Edghill
	(not represented)
Pennsylvania Division	(not represented)
	(not represented)
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	Byron Comati
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	Gerard Scharfenberger
Pennsylvania Department of Community and Economic Development	Aliyah Furman

<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Andy Bockis
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff
 Barry Seymour, John Ward, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Kwan Hui, Rick Murphy, Greg Krykewycz, Taghi Ozbeki, Karin Morris, Shoshana Akins, Ken Peters, Jesse Buerk, Mary Bell, Jackie Davis, Brett Fusco, Paul Smith, John Coscia, Jr., Colleen Doyle, Karen Cilurso, Elise Turner, Chris Pollard, Laurie Matkowski, Najah Jackson, Ben Loeb, Betsy Mastaglio, Joe Fazekas, Tom Keenan, Andrew Svekla, Amy Bernknopf, Thom Stead, Logan Axelson, Sean Greene, and Renee Wise.

<u>Guests</u>	
PennDOT 6-0	Jonathan Korus
PennDOT 6-0	Kathleen Winfree
CCCTMA	Bill Ragozine
PPTF	Ken Boyle

Call to Order - Chair's Comments

Chair Valerie Arkoosh called the meeting to order at 10:09 a.m. and asked if there was any press in the room.

Public Comments on Agenda and Non-Agenda Items

Public comments were stated by Ken Boyle, a member of DVRPC's Public Participation Task Force (PPTF). Mr. Boyle noted that he has been a part of the PPTF for 14 months. As part of the PPTF he has served on the RTC and CMAQ grant selection committee. Mr. Boyle noted that he contacted DVRPC staff to inquire whether the CMAQ applications are open for the general public to view. He was told that grant applications are considered property of the applicant and confidential under DVRPC's Public Records Policy. Mr. Boyle asked the Board to reconsider this. Mr. Seymour explained that if Mr. Boyle wished to make an appeal to the Executive Committee he would have to formally submit a Public Records Request and then follow the stated appeals process.

Action Items

1. Minutes of Meeting of February 23, 2017

The Board adopted the following **motion**:

MOTION by Mr. Kuhn, seconded by Mr. Levecchia, to approve the minutes of February 23, 2017.

2. Transportation Improvement Program (TIP Actions)

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

2a. NJ16-111: South 7th Street, Pine Street to Atlantic Avenue, (DB #D1705), City of Camden

The City of Camden has requested that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$2,876,000 STP-STU funded roadway resurfacing/restoration project, South 7th Street, Pine Street to Atlantic Avenue, (DB #D1705), to the TIP for FY17 CON.

This is a non-complex project that has been approved by the DVRPC NJ TIP Subcommittee, which is a body that includes city, county, and transit operator representatives, including FHWA and NJDOT. NJDOT's Bureau of Environmental Program Resources and NJDOT Local Aid have also reviewed the project application, which was submitted by the City of Camden, to make a cursory determination that this project can quickly advance for authorization in FY17. DVRPC refers to this as a "Quick Obligation" project. The region identified three local "quick obligation" projects, totaling \$5,916,000 STP-STU funds, for construction authorization this FY17. The source of funds for this project is from the DVRPC, Future Projects line item (DB #D026).

Due to the severe deteriorated condition of the pavement and associated curb and sidewalk areas, this project will reconstruct or resurface less than a mile of South Seventh St. from Pine St. to Atlantic Ave. in the City of Camden. Activities will include the following items: replace existing pavement structure (surface and base courses), base repairs, concrete curbs and sidewalks, catch basins, and associated pipe connections, curb ramps, and traffic striping. New sidewalks, ADA ramps, and crosswalks will be included.

Financial constraint will be maintained by making adjustments to the DVRPC, Future Projects line item (DB #D026) that has federal funds available for obligation.

2b. NJ16-112: Hurffville-Grenloch Road (CR 635), Skelly Lane to CR 705 (Woodbury-Turnersville), (DB #D1701), Gloucester County

Gloucester County has requested that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$700,000 STP-STU funded project, Hurffville-Grenloch (CR 635), Skelly Lane to CR 705 (Woodbury-Turnersville Rd), (DB #D1701), to the TIP for FY17 CON.

This is a non-complex project that has been approved by the DVRPC NJ TIP Subcommittee, which is a body that includes city, county, and transit operator representatives, including FHWA and NJDOT. NJDOT's Bureau of Environmental Program Resources and NJDOT Local Aid have also reviewed the project application, which was submitted by Gloucester County, to make a cursory determination that this project can quickly advance for authorization in FY17. DVRPC refers to this as a "Quick Obligation" project. The region identified three local "quick obligation" projects, totaling \$5,916,000 STP-STU funds, for construction authorization this FY17. The source of funds for this project is from the DVRPC, Future Projects line item (DB #D026).

The road resurfacing project will include various safety improvements on Hurffville-Grenloch Road (CR 635) from Skelly Lane to Woodbury – Turnersville Road (CR 705) in Washington Township. The project will also provide for new accessible ramps at intersections, as well as the removal and replacement of guiderail near the intersection with Cotswold Way, which will be upgraded to current standards. Bicycle safe grates and NJDEP ECO compliant heads and grates will be constructed to comply with current storm water regulations.

Financial constraint will be maintained by making adjustments to the DVRPC, Future Projects line item (DB #D026) that has federal funds available for obligation.

2c. NJ16-113: CR 555 (Main Road), Route 40 (Harding Highway) to CR 557 (Tuckahoe Road), (DB #D1704), Gloucester County

Gloucester County has requested that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$2,340,000 STP-STU funded project, CR 555 (Main Road), Route 40 (Harding Highway) to CR 557 (Tuckahoe Road), (DB #D1704), to the TIP for FY17 CON.

This is a non-complex project that has been approved by the DVRPC NJ TIP Subcommittee, which is a body that includes city, county, and transit operator representatives, including FHWA and NJDOT. NJDOT's Bureau of Environmental Program Resources and NJDOT Local Aid have also reviewed the project application, which was submitted by Gloucester County, to make a cursory determination that this project can quickly advance for authorization in FY17. DVRPC refers to this as a "Quick Obligation" project. The region identified three local "quick obligation" projects, totaling \$5,916,000 STP-STU funds, for construction authorization this FY17. The source of funds for this project is from the DVRPC, Future Projects line item (DB #D026).

The project in Franklin Township will include roadway restriping to narrow lane widths of 11 feet, the installation of a wide edge line to better delineate travel lane, High Friction

Surface Treatment (HFST) installation at problem locations, milling and resurfacing the entire project length to address cross slope problems that currently cause drainage and driver control issues. The project will also provide for new Raised Pavement Markers (RPMs) on the centerline for the entire 4.32 miles of the project's new paved roadway, including curves. Lastly, the project will include two flashing intersection warning beacons at the Lake Avenue and at the Dutch Mill Road intersections. The construction cost estimate includes construction engineering services.

Financial constraint will be maintained by making adjustments to the DVRPC, Future projects line item (DB #D026) that has federal funds available for obligation.

Favorable recommendation was received for each item by the Regional Technical Committee.

A public comment was received from Leonard Fritz of Gloucester County asking if this program would include bicycle lanes, markings, signage and any other items pertaining to bicycle travel. The project sponsor reported that resurfacing of bicycle compatible shoulders would be included.

The Board adopted the following **motion**:

MOTION by Ms. Morton, seconded by Mr. Levecchia, that the Board approve the following TIP actions:

NJ16-111, the City of Camden's request that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$2,876,000 STP-STU funded roadway resurfacing/restoration project, South 7th Street, Pine Street to Atlantic Avenue, (DB #D1705), to the TIP for FY17 CON

NJ16-112, Gloucester County's request that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$700,000 STP-STU funded project, Hurffville-Grenloch Road (CR 635), Skelly Lane to CR 705 (Woodbury-Turnersville Rd), (DB #D1701), to the TIP for FY17 CON.

NJ16-113, Gloucester County's request that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$2,340,000 STP-STU funded project, CR 555 (Main Road), Route 40 (Harding Highway) to CR 557 (Tuckahoe Road), (DB #D1704), to the TIP for FY17 CON.

2d. NJ16-115: Cooper's Poynt Roads Reconstruction Project (TIGER), (DB #D1708), City of Camden

The City of Camden has requested that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$17,817,000 (\$14,056,000 DEMO/\$3,761,000 OTHER) project, Cooper's Poynt Roads Reconstruction Project (TIGER), DB #D1708, to the TIP for FY17 CON. The required match ("OTHER") for this project's TIGER ("DEMO") funding

is from the NJ Economic Development Authority (NJEDA) Economic Recovery Board and the City of Camden.

In July 2016, the U.S. DOT awarded the City of Camden \$16.2 million federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funds out of nearly \$500 million for a total of 40 capital construction projects in 33 states and territories. Of the \$16.2 million TIGER funds, \$14,056,809 TIGER funds would provide for the complete reconstruction of 1.6 miles of roadway in the North Camden neighborhood. The remaining TIGER amount (\$2,143,191) would be provided for the Cooper Street Pedestrian Access Project that will be included in the Draft FY2018 NJ TIP for consideration. Slightly over \$100 million TIGER funds have been awarded to the DVRPC region since the TIGER discretionary grant program's inception in 2009, including this latest award. The U.S. DOT awards TIGER funds for surface transportation projects that will make a significant impact to the nation, region, or metropolitan area on a competitive basis.

Road segments that will be reconstructed in this project are in an advanced state of disrepair. Project components will include street resurfacing, the addition of complete street elements, curbs, sidewalks and ADA accessible ramps, lighting, bicycle lanes, trash receptacles, stormwater management infrastructure, street trees and upgrades to and replacement of water and sewer utilities. The Cooper's Poynt Roads Reconstruction Project aims to transform the vehicular, pedestrian and bicycle connections between the North Camden neighborhood and several key destinations, including the Ben Franklin Bridge to Philadelphia, Admiral Wilson Boulevard to the South Jersey suburbs and downtown Camden, and access points for the NJ TRANSIT River LINE to Trenton and PATCO to Philadelphia and the South Jersey suburbs.

Financial constraint will be maintained as these are additional funds to the region.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Levecchia, seconded by Ms. Morton that the Board **table** the following TIP action until further details are available:

NJ16-115, the City of Camden's request that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$17,817,000 (\$14,056,000 DEMO/\$3,761,000 OTHER) project, Cooper's Poynt Roads Reconstruction Project (TIGER), DB #D1708, to the TIP for FY17 CON.

2e. PA17-28: I-95 Philadelphia to Scudder Falls, (MPMS #92582), Bucks County

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$30,756,000 project, I-95 Philadelphia to Scudder Falls, (MPMS

#92582), to the TIP for CON (\$3,887,000 NHPP/\$275,000 STP/\$1,041,000 State 581) in FY17; (\$2,000,000 NHPP/\$1,182,000 STP/\$2,500,000 STU/\$1,421,000 State 581) in FY18; (\$3,000,000 NHPP/\$2,000,000 STU/\$1,250,000 State 581) in FY19; and (\$3,000,000 NHPP/\$3,600,000 STP/\$3,160,000 STU/\$2,440,000 State 581) in FY20.

This is a pavement preservation project to mill and repave I-95 from the Philadelphia County Line to the Newtown-Yardley Road Interchange, a distance of approximately 17 miles. The pavement condition has deteriorated significantly over the past twelve months and there are concerns that conditions will drastically worsen if PennDOT District 6 experiences a moderately severe winter or worse this year and next. The project will also include upgrades to guide rail as required and replacing or repairing damaged and/or faded traffic signs. No work is proposed in the area of the ongoing I-95/PA Turnpike Interchange construction.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Ms. Floyd, seconded by Mr. McBlain, that the Board approve the following TIP action:

PA17-28, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$30,756,000 project, I-95 Philadelphia to Scudder Falls, (MPMS #92582), to the TIP for CON (\$3,887,000 NHPP/\$275,000 STP/\$1,041,000 State 581) in FY17; (\$2,000,000 NHPP/\$1,182,000 STP/\$2,500,000 STU/\$1,421,000 State 581) in FY18; (\$3,000,000 NHPP/\$2,000,000 STU/\$1,250,000 State 581) in FY19; and (\$3,000,000 NHPP/\$3,600,000 STP/\$3,160,000 STU/\$2,440,000 State 581) in FY20.

2f. PA17-29: Citywide Resurfacing 106, 107, 108, 109, and ADA Ramps 2, (MPMS #s 108090, 108092, 108095, 108087, & 108098), City of Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by drawing down funds from the City 3R Betterments Line Item, (MPMS #57902) to fund design and construction of a series of betterment projects in the City of Philadelphia in the total amount of \$48,970,000. Details for each project follow below.

Roadway surface conditions along street sections selected for the four citywide resurfacing projects described below have deteriorated over time due to traffic, weather conditions, and utility excavations. The purpose of these betterment projects is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better

direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types. The work will increase the service life of these roadways and reduce future maintenance costs.

- **Citywide Resurfacing 106, (MPMS #108090)** – \$12,100,000 project, including PE for \$600,000 (\$480,000 STP/\$120,000 Local) in FY18; FD for \$500,000 in FY18 (\$368,000 STP/\$92,000 Local) and FY19 (\$32,000 STU/\$8,000 Local); and CON for \$11,000,000 in FY23 (\$4,000,000 STU/\$1,000,000 Local) and FY24 (\$4,800,000 STU/\$1,200,000 Local). Streets in this resurfacing package include:
 - Southampton Road from Roosevelt Boulevard to Worthington Road
 - Dunks Ferry Road from Byberry Road to the City Limit
 - Welsh Road from Holme Circle to Rowland Avenue
 - Alburger Avenue from Pine Road to Welsh Road
 - G Street from Hunting Park Avenue to Wyoming Avenue
 - Rising Sun Avenue from Broad Street to Luzerne Street
 - Kensington Avenue from Allegheny Avenue to Frankford Avenue
 - Kensington Avenue from Allegheny Avenue to Front Street
 - Front Street from Kensington Avenue to Girard Avenue
 - Fairmont Avenue from Broad Street to Kelly Drive
- **Citywide Resurfacing 107, (MPMS #108092)** – \$13,200,000 project, including PE for \$650,000 (\$520,000 STP/\$130,000 Local) in FY17; FD for \$550,000 in FY17 (\$8,000 STP/92,000 Local) and FY18 (\$432,000 STU/\$108,000 Local); and CON for \$12,000,000 in FY21 (\$4,800,000 STU/\$1,200,000 Local) and FY22 (\$4,800,000 STU/\$1,200,000 Local). Streets in this resurfacing package include:
 - Race Street from Benjamin Franklin Parkway to 7th Street
 - Race Street from 5th Street to 2nd Street
 - 22nd Street from Snyder Avenue to South Street
 - 22nd Street from South Street to Market Street
 - 22nd Street from Market Street to Benjamin Franklin Parkway
 - Washington Avenue from Grays Ferry Avenue to Delaware Avenue
 - Tasker Street from Columbus Boulevard to 34th Street
 - Morris Street from Columbus Boulevard to 34th Street
- **Citywide Resurfacing 108, (MPMS #108095)** – \$13,205,000 project, including PE for \$650,000 (\$520,000 STP/\$130,000 Local) in FY17; FD for \$555,000 (\$444,000 STP/111,000 Local) in FY18; and CON for \$12,000,000 in FY21 (\$4,800,000 STU/\$1,200,000 Local) and FY22 (\$4,800,000 STU/\$1,200,000 Local). Streets in this resurfacing package include:
 - Presidential Boulevard from Neill Drive to City Avenue
 - Neill Drive from Martin Luther King Jr. Drive to Presidential Boulevard
 - Martin Luther King Jr. Drive from Falls Bridge to Benjamin Franklin Parkway
 - Wister Street from Germantown Avenue to Belfield Avenue
 - Main Street from Leverington Avenue to Ridge Avenue
 - Shurs Lane from Main Street to Ridge Avenue

- Domino Lane from Ridge Avenue to Valley Avenue
 - Domino Lane from Ridge Avenue to Umbria Street
 - Valley Avenue from Wigard Avenue to Henry Avenue
 - Windrim Avenue from Wanye Avenue to Fisher Avenue
 - Spruce Street from 63rd Street to 38th Street
 - Spruce Street from 34th Street to South Street
 - 34th Street from Spruce Street to Walnut Street
- **Citywide Resurfacing 109, (MPMS #108097)** – \$5,500,000 project, including PE for \$300,000 (\$240,000 STP/\$60,000 Local) in FY17; FD for \$200,000 in FY17 (\$120,000 STP/30,000 Local) and FY18 (\$40,000 STP/\$10,000 Local); and CON for \$5,000,000 in FY23 (\$4,000,000 STU/\$1,000,000 Local). Streets in this resurfacing package include:
 - Dock Street from 2nd Street to 38th Parallel Place
 - Dock Street from 38th Parallel Place to Christopher Columbus Boulevard
 - 38th Parallel Place from Dock Street to Spruce Street
 - Spruce Street from 38th Parallel Place to Christopher Columbus Boulevard
 - Front Street from Callowhill Street to Vine Street

The Citywide ADA Ramps 2 project (MPMS #108098) is a \$4,965,000 project, including PE for \$660,000 (\$240,000 STP/\$60,000 Local) in FY19; FD for \$305,000 (\$244,000 STP/\$61,000 Local) in FY19; and CON for \$4,000,000 in FY23 (\$3,200,000 STU/\$800,000 Local). The project includes the design and construction of ADA ramps that were transitioned from various other projects, as well as ramps located on Center City Philadelphia Federal Aid routes that were repaved with local funding. The ramps typically would have been included in the project contracts, however, in some instances, the urban context of the ADA ramp locations warranted further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements, while providing for stairs, cellar doors, unique paving materials, adjacent historic properties, and other considerations, as necessary.

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 by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Squilla, seconded by Ms. Morton, that the Board approve the following TIP action:

PA17-29, The City of Philadelphia’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by drawing down funds from the City 3R Betterments Line Item,

(MPMS #57902) to fund design and construction of a series of betterment projects in the City of Philadelphia in the total amount of \$48,970,000.

- Citywide Resurfacing 106, (MPMS #108090) – \$12,100,000 total cost, including PE for \$600,000 (\$480,000 STP/\$120,000 Local) in FY18; FD for \$500,000 in FY18 (\$368,000 STP/\$92,000 Local) and FY19 (\$32,000 STU/\$8,000 Local); and CON for \$11,000,000 in FY23 (\$4,000,000 STU/\$1,000,000 Local) and FY24 (\$4,800,000 STU/\$1,200,000 Local).
- Citywide Resurfacing 107, (MPMS #108092) – \$13,200,000 total cost, including PE for \$650,000 (\$520,000 STP/\$130,000 Local) in FY17; FD for \$550,000 in FY17 (\$8,000 STP/92,000 Local) and FY18 (\$432,000 STU/\$108,000 Local); and CON for \$12,000,000 in FY21 (\$4,800,000 STU/\$1,200,000 Local) and FY22 (\$4,800,000 STU/\$1,200,000 Local).
- Citywide Resurfacing 108, (MPMS #108095) – \$13,205,000 total cost, including PE for \$650,000 (\$520,000 STP/\$130,000 Local) in FY17; FD for \$555,000 (\$444,000 STP/111,000 Local) in FY18; and CON for \$12,000,000 in FY21 (\$4,800,000 STU/\$1,200,000 Local) and FY22 (\$4,800,000 STU/\$1,200,000 Local).
- Citywide Resurfacing 109, (MPMS #108097) – \$5,500,000 total cost, including PE for \$300,000 (\$240,000 STP/\$60,000 Local) in FY17; FD for \$200,000 in FY17 (\$120,000 STP/30,000 Local) and FY18 (\$40,000 STP/\$10,000 Local); and CON for \$5,000,000 in FY23 (\$4,000,000 STU/\$1,000,000 Local).
- Citywide ADA Ramps 2 project (MPMS #108098) – \$4,965,000 total cost, including PE for \$660,000 (\$240,000 STP/\$60,000 Local) in FY19; FD for \$305,000 (\$244,000 STP/\$61,000 Local) in FY19; and CON for \$4,000,000 in FY23 (\$3,200,000 STU/\$800,000 Local).

**2g. PA17-30: PA Statewide Transportation Alternatives Program (TAP),
(Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC approve the list of recommended projects for PA Statewide Transportation Alternatives Program (TAP) funding and amend the FY2017 – 2020 TIP for Pennsylvania by adding the selected projects and associated funding to the DVRPC regional program. Ten projects are brand new recommended candidates, two provide additional funding to projects that were awarded funds via the Regional TAP selection process, and one recommendation adds a previous TIP project back into the program with enough funding to complete the improvement. In sum, these projects total \$9,360,000 in Statewide TAP funding for construction in FY18 and FY 19. These are additional funds to the region.

The Transportation Alternatives Program (TAP) is a competitive federal program for projects that contribute to alternative transportation, including on and off-road pedestrian and bicycle facilities. MAP-21 rules subdivided half of the Pennsylvania TAP program funding to areas based on population (regional MPO funds) and the other half for projects anywhere in the state (statewide allocation). All TAP funds must be awarded through a competitive process whether the funds are regional MPO funds or from the

statewide allocation. In the fall of 2015, PennDOT held a competitive round for Statewide TAP funding. The DVRPC region received approximately \$9.4 million for 13 projects across the region, all of which are proposed for addition to the TIP at this time.

The following is the list of PA Statewide TAP projects that were awarded funding in the DVRPC region and that will be amended into the TIP. Brief descriptions of each project and award follow, organized by county.

Bucks County:

- **Neshaminy Greenway Trail (Bristol to Upper State), (MPMS #102830)** – \$375,000 for construction in FY18 of a section of the Neshaminy Greenway Trail (NGT) from Lenape Lane to Upper State Road. The trail will be an ADA-compliant shared-use path and will complete a missing link in the NGT, providing a connection to the 202 Parkway Trail. The sections of the NGT to the south and west have been constructed, and the section of the NGT to the east is fully funded for design and construction. When completed, the NGT will create numerous non-motorized transportation connections to local destinations, including the Chalfont and New Britain SEPTA Train Stations. This project has also received \$1,225,000 of Regional TAP funds.
- **Moland Park Trail, (MPMS #108002)** –\$500,000 for construction in FY18 of a multi-use trail connecting the Moland House, a significant historical site owned by Warwick Township, to Moland Park, a 50-acre township recreation area. The Moland Park multi-use trail will include a safe underpass beneath PA 263.

Chester County:

- **McFarlan Road Sidewalks, (MPMS #108003)** – \$700,000 for construction in FY18 of new sidewalk along McFarlan Road, from Rosedale Road to East Baltimore Pike. It will connect to a previous TAP project, Kennett Township Sidewalks (MPMS #102832), at the intersection of McFarlan Road and Rosedale Road. This project and MPMS #102832 will provide connections between Kennett Township and Kennett Square Borough, improving access to a number of residential and commercial developments.
- **Woodbine Road Multi-Use Trail, (MPMS #108004)** – \$916,600 for construction in FY18 of a multi-use trail connection along Woodbine Road to connect to Lincoln Highway. The trail will connect nearby residents to local businesses and the Bishop Shanahan High School. The project also proposes to construct a small section of sidewalk along Lincoln Highway to close a sidewalk gap.

Delaware County:

- **Radnor Township Trail, (MPMS #107995)** – \$1,000,000 for construction in FY19 of a combination of on-road and off-road pedestrian and bicycle infrastructure improvements to connect to the existing Radnor Trail and neighboring communities. This project will also provide connections to SEPTA

train stations including the Wayne Regional Rail, Radnor Regional Rail, Radnor Norristown High Speed Line, and (Villanova) Stadium Norristown High Speed Line stations.

- **Avenue of the States Streetscape, (MPMS #108005)** – \$913,488 for construction in FY19 of sidewalk and streetscape improvements in The City of Chester’s Central Business District. The City of Chester was awarded funding through the federal Transportation and Community Systems Preservation (TCSP) program to initiate a set of improvements to the Downtown Triangle (see MPMS #72913). The TAP funds will allow the City to complete the project. The TAP-funded work will improve access to the Chester Transportation Center, an intermodal public transit station including both regional rail lines and bus routes, located at 6th Street and the Avenue of the States.

Montgomery County:

- **Abington Township Trail, (MPMS #107996)** – \$450,000 for construction in FY18 of on- and off-road bicycle facilities providing connections to SEPTA’s Ardsley and Crestmont train stations, as well as multiple parks throughout the northern section of the Township. These facilities will be the first phase of a larger vision for Abington Township, detailed in the Township of Abington Master Bicycle Plan.
- **Limerick Township Trails, (MPMS #108006)** – \$970,000 for construction in FY19 of an off-road trail extending the Township trail network, leveraging grants from the DCNR and DCED. The Township will need to secure an easement from PECO to complete the trail.
- **Tookany Creek Trail Phase III, (MPMS #108008)** – \$700,000 for construction in FY18 of a bridge for pedestrians and bicyclists over the Tookany Creek, providing a crucial link to allow Cheltenham Township to complete the planned third phase of the Tookany Creek Trail.

City of Philadelphia:

- **Demand-Driven Indego Expansion (Bike Share Expansion), (MPMS #108009)** – \$984,692 for construction in FY18 to fund the purchase and installation of bicycles, stations and supporting infrastructure to expand the City of Philadelphia's Bike Share Program. This expansion will establish a demand-driven process for deploying 16 new stations and 180 bikes, allowing the City of Philadelphia to achieve economies of scale during parallel expansion initiatives via other funding opportunities. Since Indego launched in April 2015, over 50,000 unique individuals have taken over 420,000 rides using the system. Indego is first and foremost a commuter system; around 70% of trips so far have been taken by residents during peak commuting times.
- **Kensington and Tacony (K&T) Trail Phase 2, (MPMS #79830)** – \$1,000,000 for construction in FY19 to build a twelve foot wide multi-use trail extending the completed K&T Trail Phase 1 (MPMS #61712) along the Delaware River from Magee Avenue to the Tacony Boat Launch at Princeton Avenue.

- **South 53rd Street & Baltimore Avenue Safety Project, (MPMS #107999)** – \$600,000 for construction in FY18 of a series of safety improvements at the intersection of 53rd Street and Baltimore Avenue, adjacent to the Avery D Harrington School. Planned improvements include realigning the intersection, upgrading the intersection and transit stop to be ADA compliant, adding bump-outs at the corners to provide safe pedestrian refuge areas, upgrading traffic signal equipment and pedestrian countdown signals, and installing green stormwater infrastructure leveraging funds from the Philadelphia Water Department.
- **Safe Spaces for Cyclists: Building a Protected Bicycle Network, (MPMS #107198)** – \$250,000 for construction in FY18 of bicycle facility improvements throughout the City of Philadelphia (various locations). It proposes to convert over 27 lane miles into protected bicycle facilities by adding flexible delineator posts, a vertical element proven to act as a superior visual reference to clearly separate vehicle and bicycle space in the right of way. Fifteen high priority bicycle corridors spread throughout the City have been identified for potential improvements as part of this project. This project also received \$300,000 of Regional TAP funds.

Financial constraint will be maintained as these are additional funds to the region.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-30, PennDOT’s request that DVRPC approve the list of recommended projects for PA Statewide Transportation Alternatives Program (TAP) funding and amend the FY2017 – 2020 TIP for Pennsylvania by adding the selected projects and associated \$9,360,000 Statewide TAP funding to the DVRPC regional program.

- Bucks County:
 - *Neshaminy Greenway Trail (Bristol to Upper State), MPMS #102830; \$375,000.
 - Moland Park Trail, MPMS #108002; \$500,000.
- Chester County:
 - McFarlan Road Sidewalks, MPMS #108003; \$700,000.
 - Woodbine Road Multi-Use Trail, MPMS #108004; \$916,600.
- Delaware County:
 - Radnor Township Trail, MPMS #107995; \$1,000,000.
 - Avenue of the States Streetscape, MPMS #108005; \$913,488.
- Montgomery County:
 - Abington Township Trail, MPMS #107996; \$450,000.
 - Limerick Township Trails, MPMS #108006; \$970,000.
 - Tookany Creek Trail Phase III, MPMS #108008; \$700,000.

- City of Philadelphia:
 - Demand-Driven Indego Expansion (Bike Share Expansion), MPMS #108009; \$984,692.
 - **Kensington and Tacony (K&T) Trail Phase 2, MPMS #79830; \$1,000,000.
 - South 53rd Street & Baltimore Avenue Safety Project, MPMS #107999; \$600,000.
 - *Safe Spaces for Cyclists: Building a Protected Bicycle Network, MPMS #107198; \$250,000.

* Regional TAP project receiving additional PA Statewide TAP funds.

** Previous TIP project being added back into the TIP.

2h. PA17-31: Parkesburg Station Improvements, (MPMS #108843), Chester County

PennDOT's Bureau of Public Transit has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$3,500,000 project, Parkesburg Station Improvements, MPMS #108843, to the TIP for PE in FY17 (\$2,800,000 FTA Section 5307/\$700,000 State 1516) in order to complete site evaluation and concept development for the station. Improvements at the station will move the Keystone corridor towards full ADA accessibility and provide an improved environment to foster increased ridership. These are additional funds to the region.

In 2011 a site location study and stakeholder charrette were undertaken at the Parkesburg Station and now PennDOT will be working to complete conceptual planning and engineering designs for the site. The project will focus on ADA compliance and creating a walkway between the north and south side of Parkesburg Station.

The Parkesburg Station located in Chester County is a component of the Keystone Corridor high speed rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 round trips per average workday, most of which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are approximately eight Amtrak stops per day at the Parkesburg Station. This line has multiple tracks, full electrification, and almost complete grade separation from the highway grid.

Financial constraint will be maintained as these are additional funds to the region.

Favorable recommendation was received by the Regional Technical Committee.

Byron Comati, SEPTA, noted that SEPTA has served this station in the past and he inquired as to whether the project description would be clarified since it is vague in the

TIP. Jim Ritzman, PennDOT, promised to look into this project and provide more information.

The Board adopted the following **motion**:

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

PA17-31, PennDOT Bureau of Public Transit’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$3,500,000 project, Parkesburg Station Improvements, MPMS #108843, to the TIP for PE in FY17 (\$2,800,000 FTA Section 5307/\$700,000 State 1516). These are additional funds to the region.

3. DVRPC FY17 Work Program Amendment:

Supporting Small to Medium Manufacturers in the Defense Supply Chain

Mary Bell, DVRPC Manager, Office of Demographic and Economic Analysis, explained that DVRPC’s Long Range Plan and the regional CEDS support building a strong economy by increasing innovation and supporting business creation, retention, and expansion. Small to medium manufacturers (SMMs) in the defense supply chain are important to national security and to the region’s economy. The Department of Defense (DoD)’s Manufacturing USA Institutes provide resources and expertise on advanced manufacturing technologies to manufacturers, but there is a need to broaden and deepen the impact of the Institutes on the region’s SMMs.

For this project, DVRPC will partner with the Delaware Valley Industrial Resource Center (DVIRC), a regional economic development organization that has significant experience managing multi-year, multi-agency federal grants. The project will develop a program designed to strengthen and diversify the DoD domestic supply chain, by establishing productive working relationships between the region’s SMMs and DoD’s Manufacturing Institutes. Improving the relationships between SMMs and the Institutes will improve their competitiveness and capacity for innovation, strengthen the connections between SMMs at various tiers in the supply chain, and support the human capital needs of DoD SMMs. DVRPC will be responsible for contract administration and project oversight; DVIRC will undertake all technical work.

Cost and Source of Funds:

\$1,581,570: \$1,425,000 from the U.S. Department of Defense plus \$156,750 DVIRC match (DVRPC to receive \$50,000, and remainder to DVIRC for all technical work).

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. McBlain, seconded by Ms. Morton, that the Board amend:

The DVRPC FY17 Work Program to include *Supporting Small to Medium Manufacturers in the Defense Supply Chain*, and authorize the Executive Director to enter into a contract with the U.S. Department of Defense Office of Economic Adjustment for this project.

4. DVRPC Board By-Law Amendments

Executive Director Barry Seymour requested that the action to amend the By-Laws of the Delaware Valley Regional Planning Commission be tabled.

The Board adopted the following **motion**:

MOTION by Ms. Morton, seconded by Mr. Kuhn that the Board **table** the following action until additional details are available:

Adopt Resolution No. B-FY17-005 to amend Section III of the DVRPC By-Laws and Section IV of the Executive Committee By-Laws, adding a new sub-section D entitled Meeting Cancellations.

PRESENTATION ITEM

5. Transit-Oriented Development (TOD) Opportunities in Greater Philadelphia

Andrew Svekla, DVRPC Senior Planning and Design Analyst, Office of Smart Growth, explained that DVRPC is completing a new report, *Building on Our Strengths*, to assess TOD opportunities throughout the region. A new rating system evaluates rail transit station areas based on demographic, physical and market conditions that influence the potential success of TOD. By identifying station areas with TOD potential, this framework can guide public and private investments.

Valerie Arkoosh, Montgomery County, noted that one of the biggest challenges for the county is preserving open space. She asked Mr. Svekla for any suggestions regarding how to approach developers. Mr. Svekla expressed that increased communication with developers is important, especially in letting them know what we want. Executive Director Barry Seymour commented that years ago reaching the developers was harder but that things have improved and reaching municipalities and communities has become more difficult. Brian O'Leary, Chester County, commented that it can be difficult to get neighbors and the community on board with the idea of higher density and intense development. Andrew Levecchia, Camden County, asked if it is possible to use this report to help track how we're doing with TOD in the region. Mr. Svekla noted that it can help as a roadmap for the future. Mr. Seymour noted that it is possible to track progress through regional indicators and the long-range plan.

DISCUSSION ITEMS

6. One Minute Reports

Byron Comati, SEPTA, reported that public hearings for the operational budget are scheduled to begin for the five Pennsylvania counties on April 19 and end April 25. The semi-annual fare increase hearings are upcoming. The capital budget hearings are taking place on April 26. The key cards are fully functioning with travel wallet and are available for loadable trips. The regional rail network is still a full year from implementation.

Calvin Edghill, FHWA NJ, reported that there is currently a moratorium on final rules. Anything going to the Federal Register is subject to inspection and scrutiny. Transportation takes a hit as part of President Trump's proposed budget and the fate of TIGER grants and the Fast Lane program are in question.

Jim Ritzman, PENNDOT, reported that Secretary Richards held an online webinar for the 2019 program. Online surveys to gather input are available as well.

Valerie Arkoosh, Montgomery County, reported that with Montgomery County's passing of the five dollar motor vehicle registration fee, eight bridges were able to advance in the capital budget. Preliminary engineering on the first bridge started last week.

Brian O'Leary, Chester County, reported that the county started on a transportation improvements initiative last month. It allows municipalities to let the county know its needs which the county planning commission then reviews and prioritizes.

John McBlain, Delaware County, reported that some new projects are underway in the county, including 322/Conchester Highway, the rehabilitation of seven overpass bridges over 95, and the ongoing reconstruction of the Media/Elwyn Line.

Chris Puchalsky, City of Philadelphia, reported that on November 7, 2016 Mayor Kenney announced his Vision Zero Goal which looks to accomplish the goal of zero fatalities by 2030. A draft Vision Zero Plan was issued and the City is asking for comments on this plan.

7. Executive Director's Report

a. Summary of The President's Proposed Budget

Mr. Seymour noted that the summary of the President's proposed budget which suggests a 13 percent cut to transportation can be found in the Board packets. There is a possibility that there will be cuts to the TIGER Program and New Starts program but there could be a net benefit to Amtrak and the Northeast Corridor. It is too early to know how things will shake out.

b. DVRPC Non-Profit Subsidiary

Mr. Seymour explained that additional information on the possibility of creating a DVRPC non-profit subsidiary is in the Board packets. Mr. Seymour noted that a non-profit subsidiary might allow DVRPC to pursue opportunities and funding that are not currently an option. A draft mission statement can be found in the Board packets. It is written broadly to allow for flexibility and voting would be through consensus. Though DVRPC staff could have a vote on this subsidiary Board it should be driven by members and not by staff. Barbara Holcomb, DRPA, questioned whether there would be a transit presence in this subsidiary. Byron Comati, SEPTA, noted that it would be helpful to know what the funding opportunities are for this region through the subsidiary. Information on this could be helpful in helping members understand the possibilities. Barry Seymour noted that DVRPC did not want to provide too detailed a list of activities for which funding has been used only because of not wanting to eliminate things that could be undertaken, such as education programs, public health initiatives, community planning, TOD activities, and more. Leslie Floyd, Mercer County, noted that San Diego's and Hartford's subsidiaries do not go after funding so it would be interesting to know how other subsidiaries have used funding. Calvin Edghill, FHWA NJ, commented that while working for the Department of Economic Development for Maryland, he helped set up a subsidiary and the Executive Director for the Economic Development District is also the Rural Transport Executive so there is a transportation element present. Lou Millan, NJ Transit, commented that it is important that DVRPC maintain a policing hand on this subsidiary because there may be an advocacy element to the subsidiary with which everyone might not agree. Barry Seymour noted that though advocacy may come up DVRPC would be certain to keep that in check, since the Board has made it clear that that is not something of interest for them to pursue.

c. MPO Coordination Rule

Mr. Seymour reported that the MPO Coordination Rule that would apply to DVRPC would require MPO consolidation, preparing a joint TIP and Plan, or getting all MPOs and all four governors to request an exemption was finalized and put in place. The Senate, however, voted to strike down that regulation and there is a proposal in the House to strike down the regulation as well.

d. Potential TMA Funding Adjustments

Mr. Seymour introduced DVRPC's Patty Elkis to explain some possible changes to TMA funding adjustments. Ms. Elkis, reported that DVRPC has been meeting with the TMA Policy Committee and has been looking at the Pennsylvania TMAs' funding. They currently get funding through two grants; Mobility Alternatives Program (MAP), which has been static at \$54,000 for twenty years, and the TMA Assistance Grant, which has been static at \$154,000 for ten years. The counties have requested that DVRPC and the TMA Policy Committee

look at an interim one year solution to give the TMAs a boost for the coming fiscal year while we look at the longer term solution. The group met yesterday and came up with a proposal to take \$170,000 out of the CMAQ program, which has \$2.4 million that is currently unallocated. A small portion would come out of that and be divided between existing TMAs and subcontractors as a stopgap measure for one year to help them get up to speed with the new performance measures we are going to be requiring. The bigger picture is to look at the funding needed for them to meet our requirements in the longer term. We will be looking at that so that the new requirements and funding will go into their new work programs which will start on July 1, 2018. Part of what triggered this conversation is that the University City District (UCD) has requested to access this funding. We require that in order to access this funding the organization needs to be a 501c3 TMA. The UCD has applied for and are awaiting that designation. As a result of this request, the TMAs have questioned why a new TMA may get funding while they have not gotten an increase. This is why DVRPC and the TMA Policy Committee is looking into this. Nedra Ralston, PA Governor's Policy Office, asked if the UCD does get the designation, will DVRPC grant them TMA status and funding. Ms. Elkins responded that if they do get approved they may be given a smaller grant, the MAP grant, and see how they do with it and go from there. Byron Comati, SEPTA, noted that if we are going to give the TMAs more then we want more. Ms. Elkins noted that DVRPC will report back to the Board once more information becomes available.

e. PennDOT Road MaP initiative

Mr. Seymour noted that the PennDOT RoadMap Initiative is in the Board packets and asked Jim Ritzman of PennDOT to explain the program. Mr. Ritzman explained that the general assembly capped the amount of money from the Motor License Fund going to the Pennsylvania State police. Over the next ten years this will be roughly \$2.1 billion per year, with \$1 billion going to maintenance, \$600 million will go through the capital TIP programming cycle, and \$500 million will go for Interstate projects. There will be a focus on using recycled asphalt pavements, as well as interstates. Local bridge bundling is another effort through this program which provides a \$2 million match for counties that pass the \$5 Motor License funding for bridges in their county.

f. CEO Council for Growth

Mr. Seymour reported that he recently attended the CEO Council for Growth and they presented a regional transportation strategy for greater Philadelphia. It identified about ten projects in the region that most advanced mobility, livability, and economy in the region. All were consistent with the Plan though they did not address how to fund them.

g. Southern New Jersey Development Council

Mr. Seymour called the Board's attention to the fact that DVRPC will be presenting to the transportation committee of the Southern New Jersey Development Council explaining the TIP and funding programs and the context for the Long-Range Plan.

h. Fleets for the Future workshop

Mr. Seymour noted that DVRPC will be hosting a Fleets for the Future workshop on April 10 and counties and municipalities are invited to attend to learn about alternative fuel vehicle procurement. We are partnering with the Metropolitan Washington Council of Governments for this event and the goal is to see substantial cost savings with procurement.

i. On-Road Bike Lane program

Mr. Seymour reported that there is an On-Road Bike Lane Program workshop on April 25.

j. SOS Roundtable: The New Normal for Downtowns

Mr. Seymour called the Board's attention to the SOS Roundtable event taking place at DVRPC on March 31. The event will focus on the new normal for downtowns, and Classic Towns and other smaller communities are welcome to attend.

k. Census Training

Mr. Seymour noted that there will be a Census Training for transportation planning products at the Community College of Philadelphia on April 4 and 5.

l. New Releases and other meetings

Mr. Seymour called the Board's attention to some new DVRPC releases including: Networking Transportation – Executive Summary, and Regional Travel Trends Across the Region.

13. Committee Reports

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

- (1) Public Participation Task Force
- (2) Transportation Operations 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 11:47 a.m. on a **MOTION** by Mr. Kuhn, seconded by Mr. McBlain.

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) 592-1800 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary