

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of February 28, 2019

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	Eric Powers
New Jersey Governor's Appointee	Adam Sternbach
Pennsylvania Department of Transportation	James Ritzman
	Jim Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Diane Ellis-Marseglia
	Rich Brahler
Chester County	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Mark Remsa
Camden County	Louis Cappelli
	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Christopher Puchalsky
City of Camden	June Morton
City of Trenton	Jeffrey Wilkerson

**Non-Voting Members**

Federal Highway Administration	
New Jersey Division	(not represented)
Pennsylvania Division	(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 Authority	Elizabeth Smith
New Jersey Transit Corporation	Vivian Baker

New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Patrick Patterson
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Rohan Hepkins
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)

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

DVRPC Staff  
 Barry Seymour, John Ward, Patty Elkins, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Karin Morris, Elise Turner, Kevin Murphy, Rick Murphy, Shoshana Akins, Natalie Cramer, Van Doan, Tom Keenan, Amy Verbofsky, Sean Greene, Kwan Hui, Jesse Buerke, Dave Anderson, Sonia Lee, Brett Fusco, Marco Gorini, Katie Nash, Najah Jackson, and Renee Wise.

<u>Guests</u>	
FHWA NJ	Brian Goodson
PennDOT District 6	Jonathan Korus
Chester City	Reverend Glen Benson

**Call to Order - Chair’s Comments**

Chair Nedra Ralston called the meeting to order at 10:03 a.m. Ms. Ralston asked if there was any press in the room and if anyone was recording the meeting.

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

Public comments were made by Reverend Glen Benson of Chester City, PA and are attached to these minutes.

**ACTION ITEMS**

**1. Minutes of Meeting of January 24, 2019**

The Board adopted the following **motion**:

**MOTION** by *Mr. O’Leary*, *seconded by Ms. Burritt*, to approve the minutes of January 24, 2019.

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

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

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

**a. PA19-24: Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk (MPMS #57757), Delaware County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by removing the Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk project, MPMS #57757 from the TIP, including deobligation of ROW (\$870,000 CAQ) in FY19; and removal of CON (\$3,444,000 CAQ/\$836,000 Local) in FY20 for a total of \$5,150,000.

This project proposed widening the intersection of Morton Avenue and Swarthmore Avenue to provide proper turning radii and left turn lanes, as well as constructing sidewalks to provide pedestrians with a continuous walkway from Swarthmore Avenue to Ridley High School (at 9th Street) and replacing the four existing traffic signals at the intersection with new signals, including traffic responsive loop detectors. However, due to local public opposition, the project is proposed to be removed from the FY2019 TIP for PA at this time.

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. Morton*, seconded by *Mr. Madden* that the Board adopt the following TIP action:

PA19-24, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by removing the Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk project, MPMS #57757 from the TIP, including deobligation of ROW (\$870,000 CAQ) in FY19; and removal of CON (\$3,444,000 CAQ/\$836,000 Local) in FY20 for a total of \$5,150,000.

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

**b. PA19-26: Park Road Trail (MPMS #71198), Chester County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Park Road Trail (MPMS #71198) project back into the TIP in the amount of \$2,389,000 CAQ/Toll Credit for construction in FY19.

This project was Advanced Constructed under the previous TIP and now needs to be

programmed on the current TIP for conversion of federal funds. This project is for the continuation of a multi-use trail from the turnpike bridge to Marsh Creek State Park (approx. ½ mile). There currently is no sidewalk or trail and pedestrians and bicyclists must use the roadway. The existing roadway consists of two 11-foot lanes with no shoulders. The proposed trail will be 6 feet wide and be within existing Right-Of-Way. The project will be coordinated with MPMS #65903 (Trail over the Turnpike).

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. O'Leary*, seconded by *Mr. Ritzman* that the Board adopt the following TIP action:

PA19-26, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Park Road Trail (MPMS #71198) project back into the TIP in the amount of \$2,389,000 CAQ/Toll Credit for construction in FY19.

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

**c. PA19-27: Transportation Study Montgomery County Owned Roads (MPMS #112504), Montgomery County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new study, the Transportation Study Montgomery County Owned Roads (MPMS #112504), to the TIP in the amount of \$300,000 STP/Toll Credit in FY19. The purpose of this study is to create a vision and a plan for the upgrade of multiple county-owned arterial roads by examining future traffic and multi-modal needs in Montgomery County. This effort will study six county-owned road corridors spanning 42 miles of roadway on the National Highway System. These corridors include three principal arterials (Germantown Pike, Sumneytown Pike, and Butler Pike) and three minor arterials (Easton Road, Swamp Pike, and Geryville Pike). For approximately one and a half years, the study will analyze current traffic data, a projection of future year performance, potential environmental resources, and will estimate the costs for design and construction.

Tasks to be performed in the study include, but are not limited to, gathering existing traffic counts at major intersections and road segments and performing new traffic counts as needed, utilizing DVRPC's employment and population growth projections to model traffic and transportation growth through the year 2045, identifying potential environmental and cultural/historical resources that may be impacted by transportation improvements, creating a steering committee to gather community feedback on plan alternatives, and issuing a report of recommended transportation improvements and

their costs in order to recommend future improvements that will be needed for the long term growth for transportation along the six arterial roadways.

Montgomery County owns 75 miles of roads, 70% of which are principal or minor arterial roadways. These roads are some of the most important in the county, as they extend through rapidly growing and densely populated areas. The county has found that they are in need of a coordinated plan to determine the improvements necessary to accommodate all transportation users. A consistent vision plan will aid the developers within the county when applying for highway occupancy permits, benefit the county programs capital improvements in terms of its budget, and guide the future improvements of the many county-owned arterial roads.

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 *Dr. Arkoosh*, seconded by *Mr. Thompson* that the Board adopt the following TIP action:

PA19-27, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new study, the Transportation Study Montgomery County Owned Roads (MPMS #112504), to the TIP in the amount of \$300,000 STP/Toll Credit in FY19.

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

**d. PA19-28: US 202 – 61N Stormwater Management Offsite Mitigation (MPMS #64052), Montgomery County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by breaking out a construction phase from MPMS #63490, US 202 Section 61N for the Stormwater Management Offsite Mitigation project, (MPMS #64052), in the amount of \$4,500,000 (\$3,600,000 NHPP/\$900,000 State 581) for construction in FY19. This project is a construction breakout from MPMS #63490, a parent project for US 202 Section 600 that is advancing Utility and Right-of-Way phases. The Final Design phase is being advanced via MPMS #50364. This new project is necessary in order to meet the stormwater management requirements for the mainline construction Section 61N. The Section 61N National Pollutant Discharge Elimination System/Post Construction Storm Water Management (NPDES/PCSWM) permit was approved and issued contingent upon the construction of this stormwater mitigation site. An off-site stormwater mitigation site will be constructed to meet the current stormwater management requirements at the southeast corner of the intersection of Skippack Pike (PA 73) and Wentz Road in Whitpain Township, Montgomery County to mitigate the water runoff upstream from the US 202 Section 61N project.

The project will realign the intersection of Wentz Road to improve traffic flow and eliminate the offset configuration. Wentz Road will be realigned to connect with Parkwood Road at the intersection with Skippack Pike, and the traffic signal equipment will be replaced. The drainage system will be replaced as well as signage and pavement markings, and ADA compliant curb ramps will be installed at the intersection.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Madden*, seconded by *Ms. Arkoosh* that the Board adopt the following TIP action:

PA19-28, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by breaking out a construction phase from MPMS #63490, US 202 Section 61N for the Stormwater Management Offside Mitigation project, (MPMS #64052), in the amount of \$4,500,000 (\$3,600,000 NHPP/\$900,000 State 581) for construction in FY19.

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

**e. PA19-29: Construction Management Tasks (MPMS #16178), Various Counties**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, Construction Management Tasks (MPMS #16178), and programming the Planning, Research, and Administration phase in the amount of \$300,000 State 581 in FY20.

This project is to fund a Construction Management Open End Consultant that will assist with projects selected by the District and tasks appointed by the construction unit. The Consultant regularly meets with District Construction Management. The Construction Management Open End Consultant tasks are as follows:

Agreement Management Functions

- Completion of work orders and supplemental quality control
- Fiscal document completion
- Agreement, work order, and supplement status tracking and reporting
- Agreement closeout functions

Accrued Unbilled Costs (AUC) Resolution

- Research and clearing of Accrued Unbilled Costs from MPMS
- Preparation of a summary report on the project items responsible for the AUCs
- Preparation of the appropriate fiscal/justification documents

Project Startup Assistance

-Provision of CM Support Services until project-specific work orders have been executed

-Attendance at Pre-Bid and Pre-Construction meetings

-Review of project plans, specifications, and schedule submissions

-Completion of Constructability Reviews

PennDOT Project Collaboration Center (PPCC)

-Management of project setups

-Delivery of user training and support

-Preservation of District 6 submittal types and workflows

DBE and Trainee Tracking and Shortfall Resolution

Curb Ramp Verification

-Verification of the “as built” conditions of curb ramps

-Documentation of these conditions for conformance with ADA requirements

-Submission of electronic forms to PennDOT’s Central Archive.

Construction Documentation Services Support

-Assistance with RTKL processes

-Assistance with CDS V3 migration, additional documentation, and project closeout tasks

Additional Administrative Functions as determined by Construction Unit management

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. Burritt*, seconded by *Mr. Madden* that the Board adopt the following TIP action:

PA19-29, PennDOT’s request that DVRPC amend the FY 2019 TIP for Pennsylvania by adding a new project, Construction Management Tasks (MPMS #16178), and programming the Planning, Research, and Administration phase in the amount of \$300,000 State 581 in FY20.

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

**f. PA19-30: District 6-0 Low Cost Safety Improvements (MPMS #112524), Various Counties**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, District 6-0 Low Cost Safety Improvements (MPMS #112524), and programming the Final Design phase (\$2,000,000 HSIP in FY19) and the Construction phase (\$4,220,000 HSIP in FY20) in the total amount of \$6,220,000. The goal of this project is to implement nine Low Cost Safety (LCS) countermeasures at intersections with high crash rates throughout the district. The nine countermeasures

are:

- Centerline and edge line rumble strips to reduce risk of lane departures
- Guiderail and approved end treatments to reduce the severity of lane departures
- Improved signing, delineation, pavement markings, and lighting to reduce the risk of lane departures and increase driver awareness of intersections
- Additional protective left-turn phases, peak period turning restrictions, enhanced clearance intervals, and coordinated signals to improve signal timing
- Reflective backplates and LED lenses to improve the visibility of traffic signals
- Pavement markings and delineation to increase distracted driver awareness
- Additional signing, pavement markings, and pedestrian signal heads to improve pedestrian/bicyclist safety and reduce fatalities
- Continued application of Roadway Departure Implementation Plan (RDIP) strategies
- Continued application of Intersection Safety Implementation Plan (ISIP) Strategies

This project will systematically target locations identified as part of PennDOT's Statewide Highway Safety Network Screening (HSNS) results and 2018 Crash Clusters. The proposed improvements will follow the recommended countermeasures provided in the 2017 Pennsylvania Strategic Highway Safety Plan (SHSP). This project is scalable and will have the flexibility to add/delete locations depending on funding availability.

The District 6-0 Traffic Unit will prioritize the improvements based on crash rate numbers and the funding that is available. The locations that are chosen will be coordinated with the Counties and the City of Philadelphia and this work will be undertaken as part of the Final Design phase.

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.

Barbara Holcomb, DRPA, noted that there was some discussion at the RTC about this action item and the RTC felt comfortable moving this forward. DVRPC Executive Director Barry Seymour noted that safety is one of the most important issues we face and to be able to make these safety improvements in an affordable way is a great thing.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Puchalsky*, seconded by *Mr. O'Leary* that the Board adopt the following TIP action:

PA19-30, PennDOT's request that DVRPC amend the FY 2019 TIP for Pennsylvania by adding a new project, District 6-0 Low Cost Safety Improvements (MPMS #112524),

and programming the Final Design phase (\$2,000,000 HSIP in FY19) and the Construction phase (\$4,220,000 HSIP in FY20) in the total amount of \$6,220,000.

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

**g. PA19-31: 2017 Green Light-Go Projects (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC approve the list of seven projects selected as part of PennDOT's Statewide Green Light-Go program (year four) and amend the FY2019 TIP for Pennsylvania by adding the new projects to the TIP in FY19. Green Light Go funds are "A-073" state funding. The \$4,632,000 for these projects are additional funds to the region.

The Green Light-Go Program is a competitive statewide program established by Act 89 of 2013 to provide state grant funds for the operation and maintenance of traffic signals along critical and designated corridors on state highways. Act 89 allocated up to \$10 million for state fiscal year 2014/15, up to \$25 million for state fiscal year 2015/16 and up to \$40 million for state fiscal year 2016/17 and beyond. Critical corridors are defined as state highways with AADT greater than 10,000 and/or a traffic signal at the end of a Limited Access Ramp. Designated corridors are state highways with AADT of less than 10,000. Act 101 of 2016 provided updates to the program by reducing the applicant match from 50 to 20 percent, expanding eligible applicants to planning partners and counties, and allowing all projects to be led by applicants. Eligible projects for the program include: Study and removal of unwarranted traffic signals; traffic signal retiming; development of detour, special event and operations plans; LED replacement; asset management; traffic signal operations (real-time monitoring); traffic signal maintenance; innovative technologies (e.g. adaptive signals); communications; connections back to a Traffic Management Center; detection, controller, or modernization upgrades (poles, etc.); and other traffic signal improvements.

PennDOT held a competitive round for the fourth year of Green Light-Go funding and made \$31 million available for projects across the state. The DVRPC region received \$16,396,000 for 24 projects across the region. In December of 2018, the DVRPC Board approved 17 projects from this round. The seven that are being requested for approval now, are Air Quality significant and had to wait to be added until after the adoption of the Conformity reaffirmation in January 2019. There is a section in the federal regulations that allows these types of traffic signal projects to be added to the TIP as long as they are included in the model the next time Conformity is run. Costs listed below do not include the local match. General project descriptions provided below are subject to minor changes as scopes are finalized.

Following is the list of Statewide Green Light-Go funded projects that were awarded funding in the DVRPC region and will be amended into the FY2019 TIP for Pennsylvania:

**Bucks County**

- **Bensalem Township Adaptive Traffic System** (MPMS #111688) - \$740,000 to install an adaptive traffic system along Bristol Pike from the I-95 and Street Road/Bristol Pike interchange to the Township line at Bristol Pike and Mill Road/Red Lion Road.

#### Chester County

- **Schuylkill Township Signal Interconnection** (MPMS #111695) - \$237,000 to connect the Pothouse Road/Whitehorse Road, Whitehorse Road/Valley Park Road, and Pothouse Road/Charlestown Road/Bridge Street intersections to the existing signal system to provide improved coordination and traffic flow.
- **Willistown Township Fiber Optic Installation** (MPMS #111697) - \$246,000 to install fiber optic cable to enable communications between six signals along Lancaster Avenue (US 30).

#### Montgomery County

- **Horsham Township Signal Modernization and Fiber Optic Installation** (MPMS #111701) - \$598,000 to modernize traffic signals and install fiber optic communications along Horsham Road and Dresher Road.
- **Lower Merion Township Adaptive Traffic System Upgrades** (MPMS #111702) - \$763,000 to extend the Wynnewood Road adaptive signal system to add two adjacent intersections (Lancaster Avenue/Old Wynnewood, East Wynnewood/ Williams) and implement an adaptive system on County Line Road at three intersections (Bryn Mawr Avenue/Glenbrook Road, Lindsay Avenue, and Landover Road) adjacent to Bryn Mawr Hospital.
- **Trappe Borough Coordinated Signal System** (MPMS #111705) - \$253,000 to install a coordinated system to operate two signals on Main Street, including new controllers, pedestrian countdown signals, video detection, new ADA ramps, and LED replacements.

#### City of Philadelphia

- **Philadelphia Citywide Wireless Communication** (MPMS #111710) - \$1,795,000 to install wireless radios to integrate signals along five proposed corridors in the city, including Columbus Boulevard, Grays Ferry Avenue, Academy Road, Whittaker Avenue/B Street, and Hunting Park Drive.

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

One public comment was received from Angella Moore of Delaware County in support of this action, especially at the Greys Ferry location.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Dr. Arkoosh*, seconded by *Mr. Puchalsky* that the Board adopt the following TIP action:

TIP Action PA19-31, PennDOT's request that DVRPC approve the list of seven projects selected as part of PennDOT's Statewide Green Light-Go program (year four) and amend the FY2019 TIP for Pennsylvania by adding the new projects to the TIP in FY19.

#### Bucks County

- Bensalem Township Adaptive Traffic System (MPMS #111688) - \$740,000 A-073 in FY19.

#### Chester County

- Schuylkill Township Signal Interconnection (MPMS #111695) - \$237,000 A-073 in FY19.
- Willistown Township Fiber Optic Installation (MPMS #111697) - \$246,000 A-073 in FY19.

#### Montgomery County

- Horsham Township Signal Modernization and Fiber Optic Installation (MPMS #111701) - \$598,000 A-073 in FY19.
- Lower Merion Township Adaptive Traffic System Upgrades (MPMS #111702) - \$763,000 A-073 in FY19.
- Trappe Borough Coordinated Signal System (MPMS #111705) - \$253,000 A-073 in FY19.

#### City of Philadelphia

- Philadelphia Citywide Wireless Communication (MPMS #111710) - \$1,795,000 A-073 in FY19.

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

#### **h. PA19-32: PennDOT Multi-Modal Transportation Fund Projects (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a PennDOT Multi-Modal Transportation Fund Project; the Media Wayfinding Signage project (MPMS #111168) in the amount of \$339,000 (\$61,000 State 411/\$278,000 Local) for the Construction Phase in FY19. This project was awarded FY 2017-18 PennDOT Multimodal Transportation Funds and are additional to the region.

The Media Wayfinding Signage project will install wayfinding signs on all state routes in Media Borough.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Madden*, seconded by *Mr. O'Leary* that the Board adopt the following TIP action:

PA19-32, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a PennDOT Multi-Modal Transportation Fund Project; the Media Wayfinding Signage project (MPMS #111168) in the amount of \$339,000 (\$61,000 State 411/\$278,000 Local) for the Construction Phase in FY19. This project was awarded FY 2017-18 PennDOT Multimodal Transportation Funds and are additional to the region.

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

**i. PA19-33: Transit and Regional Rail Station Program (MPMS #77183), SEPTA**

SEPTA has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding \$15,000,000 of Federal BUILD grant award to the Engineering/Right-of-Way/Construction phase of the Transit and Regional Rail Station Program (MPMS #77183) in FY19. These are additional funds to the region, and the BUILD (Better Utilizing Investments to Leverage Development) Program is a competitive federally funded program, previously known as TIGER. SEPTA was selected to receive \$15,000,000 in Federal BUILD funds to support the renovation of SEPTA's 30th Street Market Frankford Line Station, a \$38,000,000 project.

This program provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements at SEPTA's 30th Street Market-Frankford Line Station. All improvements will fully comply with the Americans with Disabilities Act of 1990.

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

A public comment was received in support of this project from Angella Moore of Delaware County.

**j. PA19-34: SEPTA Bus Purchase Program (MPMS #90512), SEPTA**

SEPTA has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding \$11,000,000 of SEPTA Section 5307 funding to the Bus Purchase Program (MPMS #90512), PUR Phase, and remove \$15,968,000 of State 1514/\$531,000 Local funding of the PUR phase, which results in a net reduction to the Bus Purchase Program of \$5,499,000.

PennDOT's receipt and disbursement of FY19 State 1514 funding has been partially impacted by the ongoing Truckers Association lawsuit against the Pennsylvania Turnpike Commission. This reduction to the Bus Purchase Program is due to PennDOT's transfer of Federal Section 5337 funding to SEPTA in lieu of State 1514 funding. In order to balance the overall transit program, \$15,968,000 of State 1514/\$531,000 Local funding must be removed (instead of only \$15,000,000) to account for the State and Local funding that must match the Federal funding. In order to continue funding SEPTA capital projects, PennDOT has developed a funding plan for FY19 that includes the transfer of \$15,000,000 of its FY16 and FY17 State 5337 funding to the Capital Asset Lease Program (MPMS #59966) that must be used in the Keystone Corridor.

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, Chester City, asked of the 205 buses that have been delivered are any in operation and where. Elizabeth Smith, SEPTA, responded that there are some in operation but that she does not know to which depots they have been assigned. Ms. Smith promised to make that information available. Ms. Smith also thanked DVRPC and noted that this allows SEPTA to finish out the PTC program without disrupting bus operations.

**k. PA19-35: Regional Rail Signal Modernization Program (MPMS #60255), SEPTA**

SEPTA has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Regional Rail Modernization Program (MPMS #60255) back into the TIP by programming the Engineering/Right-of-Way/Construction phase in FY19 in the amount of \$5,000,000 (\$4,000,000 Section 5337/\$968,000 State 1514/\$32,000 Local) to reflect current program needs.

This project is nearing completion, but needs additional funding to finish. This project provides for the modernization of the signal system on SEPTA's Regional Rail network including the installation of an Automatic Train Control (ATC) System and the Advanced Civil Speed Enforcement System (ACSES).

The ATC System, which operates on a microprocessor based platform, ensures effective train separation and provides train overspeed protection with automatic braking. The new signal system also enables bi-directional train movements with full

signaling, thus greatly enhancing the flexibility of service when a portion of track is out of service for maintenance or repair.

The ACSES is layered onto the ATC system on all SEPTA-owned Regional Rail lines. Working in unison, these two systems provide the functionality of a Positive Train Control (PTC) System that the “Rail Safety Improvement Act of 2008” mandated to be operational by December 31, 2015 (subsequently extended to December 31, 2020). The PTC system enhances the ATC system by providing the ability to enforce a stop, enforce civil speed restrictions, and enforce temporary speed restrictions through a network of transponders, while maintaining the continuous track monitoring advantages of ATC. These systems are interoperable with Amtrak and the various freight carriers.

To date, SEPTA has implemented ATC & PTC systems on all Regional Rail lines. This funding will enable SEPTA to complete integration and interoperability work needed to function cohesively with CSX and Norfolk Southern throughout the region.

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.

A public comment was received from Angella Moore of Delaware County in support of this project.

Executive Director Barry Seymour noted that SEPTA will be receiving an award check for the 30<sup>th</sup> Street Station project on Monday.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Madden*, seconded by *Mr. Puchalsky* that the Board adopt the following TIP actions:

PA19-33, SEPTA's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding \$15,000,000 of BUILD grant award Federal funding to the Engineering/Right-of-Way/Construction phase of the Transit and Regional Rail Station Program (MPMS #77183) to support the renovation of SEPTA's 30<sup>th</sup> Street Station. These are additional funds to the region.

PA19-34, SEPTA's request that DVRPC amend the FY2019 TIP by adding \$11,000,000 of SEPTA Section 5307 funding to the Bus Purchase Program (MPMS #90512), PUR phase, and removing \$15,968,000 of State 1514/\$531,000 Local funding of the PUR phase, which results in a net reduction to the Bus Purchase Program of \$5,499,000.

PA19-35, SEPTA's request that DVRPC amend the FY2019 TIP by adding the Regional Rail Modernization Program (MPMS #60255) back into the TIP by programming the Engineering/Right-of-Way/Construction phase in FY19 in the amount of \$5,000,000

(\$4,000,000 Section 5337/\$968,000 State 1514/\$32,000 Local) to reflect current program needs.

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

**I. NJ18-068: I-76/676 Bridge Deck Replacements (DB #11326), City of Camden (Camden County)**

NJDOT has requested that DVRPC modify the FY2018 TIP for New Jersey by adding an \$11,550,000 NHPP funded DES phase in FY19, which will increase the overall project cost by \$11,550,000 from \$40,050,000 to \$51,600,000 NHPP funds. This project, Route 76/676 Bridge Deck Replacements (DB #11326), originally followed the NJDOT Limited Scope Project Delivery process but will now follow the standard Capital Project Delivery process that requires a formal Preliminary Engineering (PE) Phase. Final Design (FD) is expected to begin later this year. The DES phase includes both PE and FD.

This project will replace the bridge decks on three structures: I-76/676 over the Main Branch of the Newton Creek; I-76 over Nicholson Road; and I-676 Southbound over the Main Branch of the Newton Creek. The superstructure of I-76 over the South Branch of the Newton Creek, Conrail and Lemm Avenue will also be replaced.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Cappelli*, seconded by *Ms. Floyd* that the Board adopt the following TIP action:

NJ18-068, NJDOT's request that DVRPC modify the FY2018 TIP for New Jersey by adding an \$11,550,000 NHPP funded DES phase in FY19, which will increase the overall project cost by \$11,550,000 from \$40,050,000 to \$51,600,000 NHPP funds.

**m. NJ18-069: Route 130, Bridge over Big Timber Creek (DB #14426), Camden and Gloucester Counties**

NJDOT has requested that DVRPC amend the FY2018 TIP for New Jersey by federalizing the DES phase from \$2,500,000 STATE to \$2,500,000 NHPP funds in FY19. The overall project cost of \$31.77 million and schedule will not change as a result of this action. This project, Route 130, Bridge over Big Timber Creek (DB #14426), is on a federal multi-solicitation list; therefore, the DES phase must be federally authorized. DES is also listed in the NJDOT State FY2019 Capital Program with Federal funds.

Funds would provide for the replacement of the Route 130 Bridge over Big Timber Creek, address roadway approaches, and improve drainage. The structure is currently scour and fracture critical.

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. Morton*, seconded by *Ms. Ziegler* that the Board adopt the following TIP action:

NJ18-069, NJDOT's request that DVRPC amend the FY2018 TIP for New Jersey by federalizing the DES phase from \$2,500,000 STATE to \$2,500,000 NHPP funds in FY19.

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

### **3. FY2019 Work Program Amendment: Frankford Avenue Multimodal Study**

Al Beatty, DVRPC Transportation Planner, Office of Corridor Planning, explained that the City of Philadelphia has requested an evaluation of the Frankford Avenue corridor between Cheltenham Avenue and Rhawn Street with the goal of improving safety and predictability for all users. It will examine opportunities to slow vehicular traffic, improve pedestrian safety and walkability, mitigate current loading challenges, designate space for bicyclists, and investigate stormwater management opportunities while considering the impact on the Route 66 and opportunities to enhance the plaza at Cottman and Frankford Avenues.

This work has been funded by PennDOT, and will be conducted by DVRPC staff in our Fiscal year 2019 and 2020 (completion date 6/30/2020).

Chris Puchalsky, The City of Philadelphia, thanked DVRPC for trying to make this corridor safer and moving transportation goals forward.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Puchalsky*, seconded by *Mr. O'Leary* that the Board amend the FY 2019 Work Program to include *Frankford Avenue Multimodal Study*.

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

## **INFORMATION ITEM**

### **4. DVRPC's Draft Limited-English Proficiency Plan**

Alison Hastings, DVRPC Manager, Office of Communications and Engagement, explained that DVRPC's Office of Communications & Engagement has drafted a Limited English Proficiency Plan (or LEP Plan). The LEP Plan furthers DVRPC's commitment to upholding the principles and intentions of the 1964 Civil Rights Act and related nondiscrimination regulations. The LEP Plan directly addresses Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," and follows USDOT's guidance originally issued in 2005. The proposed language access measures that aim to provide persons with limited English proficiency "meaningful access" to DVRPC's programs and activities were presented.

Commissioner Valerie Arkoosh asked if a county breakdown of the data is available. Ms. Hastings responded that this information could be included as appendices but it would be out of date. The census tract would be useful but to do analysis by county would change the denominator. Theresa Ziegler, Gloucester County, asked if the map in the Plan is available online. Ms. Hastings responded that it will be available as a web map and that DVRPC staff will provide the data directly to the County planners. Brian O'Leary, Chester County, asked if there will be any opportunity for the counties to get support with languages as the census counts are coming. Ms. Hastings responded that she will look into it. Ms. Hastings noted that DVRPC has repositioned the Google Translate button on DVRPC's website to be more visible. Ms. Hastings encouraged Board members and alternates to submit comments and questions and noted that this item will be coming back to the Board in April.

## **PRESENTATION ITEM**

### **5. Crashes and Communities of Concern**

Kevin Murphy, DVRPC Manager, Office of Safe Streets, explained that among DVRPC's core principles for the region are to advance equity and opportunity, and reduce the risk of death or serious injury from traffic crashes. The results of a recent study that examined the location and incidence of crashes in the region, as related to communities with above averages rates of low-income, racial minority, ethnic minority, and disabled populations were presented. These "communities of concern" were found to have a disproportionate number of severe crashes.

Mark Remsa, Burlington County, thanked Kevin and his staff and asked if they looked at capacity ratios on these streets to see why they are so wide and if a road diet or lower speeds are possible. Mr. Murphy responded that the team did not look at those issues and solutions. June Morton, City of Camden, asked if other neighborhoods of concern were identified. Mr. Murphy noted that a total of 124 communities were identified that

met the correlation and that case studies were only done on six. Kevin Madden, Delaware County, asked how these 124 communities could get this data. Mr. Murphy noted that he will get it to Board members.

## **DISCUSSION ITEM**

### **6. One Minute Reports**

Patrick Patterson, PA DEP, reported that there will be a public meeting in Langhorne for siting consideration for a new recycling facility. This has been a controversial project.

Louis Cappelli, Camden County, reported that the county is working on the redesign of County Route 561.

Mark Remsa, Burlington County, thanked DVRPC for the TCDI grants for Burlington County to do work on Route 541. This road sees a lot of bicycle and pedestrian accidents and the grant will help with safety in this area.

Kevin Madden, Delaware County, reported that the county put out an RFP to examine public health in Delaware County and two proposals were received. The county is moving forward with one and the assessment will be completed early next year. The county is also holding a place making series. The intention is to discuss the act of creating vibrant spaces for communities and share ideas with various communities to highlight strengths and opportunities for improvement.

Chris Puchalsky, City of Philadelphia, reported that the City just released a report on traffic calming on JFK Boulevard and Market Streets. Mr. Puchalsky noted that he just testified about electric scooters yesterday and urged caution regarding safety. There is legislation in Harrisburg moving forward to legalize electric scooters on the roads. The City's position is that it would like to wait six months and assess the safety and issues. The City's Neighborhood Slow Zone received 40 applications and the ARLE funded program selected two neighborhoods; Willard Area and Fairhill area, which was one of the six study areas in the Crashes and Communities of Concern report. The program will address safety on neighborhood streets and will come back to address safety in the Lehigh area. For this analysis KSI and low income were used.

Jim Ritzman, PennDOT, noted that Jody Holton, Montgomery County, is the current chair of the Transportation Advisory Committee (TAC). This group's work and reports go to the State Transportation Commission and helps set the table for the TIP. The TAC looks at important measures and scores/ranks them, as well as shows data, trend lines, and other reports. Mr. Ritzman noted that the Highway Trust Fund beyond 2020 may not have as much funding as is needed and that \$18.5 billion may be at risk over the twelve year program.

Elizabeth Smith, SEPTA, reported that SEPTA just released two new bus maps this week. There will be pamphlets about the bus maps available at stations and on the

website. SEPTA is looking for customer feedback on these maps and plans to finalize them in June. This is part of SEPTA's comprehensive bus network redesign program.

Barbara Holcomb, DRPA, congratulated DVRPC on a successful certification review. Ms. Holcomb noted that PATCO turns 50 this year and will be holding several celebratory events. One of the events was a presentation at the February 12 RTC meeting. On February 15 PATCO threw a kickoff celebration at Woodcrest Station. There will also be customer appreciation events throughout the year.

Rohan Hepkins, PATCO, reported that PATCO received its last two refurbished rail cars last week.

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

### a. Certification Review Findings

Mr. Seymour called the Board's attention to the Federal Certification Review Report in the Board packets. Mr. Seymour thanked Board members for their assistance and participation in the process, and provided highlights of the findings.

### b. NARC Conference Highlights

Mr. Seymour noted that he recently attended the NARC Conference and three different members of Congress spoke about how in the next round of transportation and infrastructure funding they intend to bring back earmarks. NARC members responded that at the very least they need to be for projects in a regional plan. NARC participants also identified affordable housing as a major issue. Mr. Seymour directed Board members to a flyer in their folders on transportation reauthorization priorities as prepared by NARC.

### c. Future Forces and 2050 Plan

Mr. Seymour reported that DVRPC's Future Forces Group met for the 2050 Plan and identified 16 future forces that could affect our region. This group will continue to meet and refine their recommendations.

### d. Planning Directors Meetings

Mr. Seymour noted that DVRPC will be reaching out to planning directors in March to discuss ideas and goals.

### e. Future of Transportation Event

Mr. Seymour reported that there will be a Future of Transportation event on March 21 at the Free Library of Philadelphia. PennDOT Secretary Richards,

SEPTA's Jeff Knueppel, the City of Philadelphia's Mike Carroll, and more will be in attendance. Mr. Seymour encouraged Board members to attend.

f. Diversity and Inclusion at DVRPC

Mr. Seymour called the Board's attention to Diversity and Inclusion Efforts taking place at DVRPC. Trainings for the Healthy Communities Task Force are already underway. Interviews and surveys of staff have been done along with assessments of our internal policies and recruitment. The outside consultant in charge of these efforts will help to identify training needs and policy changes. Mr. Seymour noted that he will report back to the Board in the spring with more information.

g. SEPTA Capital Budget Open House

Mr. Seymour reported that SEPTA is holding a Capital Plan Open House on March 6. Flyers about the event can be found in the Board folders.

h. Air Quality Alert: Redesignation Plan for Delaware County PM<sub>2.5</sub> Nonattainment Area

Mr. Seymour noted that the PA DEP submitted to EPA the change in the designation from nonattainment to maintenance area for PM<sub>2.5</sub> in Delaware County.

## **11. Committee Reports**

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

- (1) Regional Technical Committee
- (2) Transportation Operations Task Force

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:53 a.m. on a

**MOTION** by *Mr. Puchalsky*, seconded by *Mr. Ritzman*.

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, Acting Recording Secretary