

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of October 24, 2019

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

Membership Present

Representative

New Jersey Department of Community Affairs  
New Jersey Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Department of Transportation

Sean Thompson  
James Lewis  
Dan Kelly  
Larry Shifflet  
Jim Mosca

Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office  
Bucks County  
Chester County  
Delaware County

Gina Burritt  
Nedia Ralston  
Rich Brahler  
Brian O'Leary  
Kevin Madden  
Linda Hill

Montgomery County

Val Arkoosh  
Jody Holton

Burlington County  
Camden County  
Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia

Mark Remsa  
Andrew Levecchia  
Theresa Ziegler  
Leslie Floyd  
Peter Rykard  
Mark Squilla  
Chris Puchalsky  
June Morton  
Jeffrey Wilkerson

City of Camden  
City of Trenton

Non-Voting Members

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

Brian Goodson  
(not represented)  
  
Joseph DeFelice  
(not represented)  
(not represented)  
(not represented)  
Elizabeth Smith  
Lou Millan  
(not represented)

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

Sachin Shankar  
Barbara Holcomb  
(not represented)  
(not represented)

Aliyah Stanger

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

Megan Moyer  
Tom Coleman

#### DVRPC Staff

Barry Seymour, John Ward, Alison Hastings, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Karin Morris, Stacy Bartels, Mike Ruane, Jackie Davis, Katie Nash, Rick Murphy, Karen Cilurso, Shoshana Akins, Natalie Cramer, Kwan Hui, Jesse Buerk, Brett Fusco, Sonia Lee, Paul Smith, Van Doan, Fang Yuan, Will Stevens, Joe Natale, Dan Snyder, Thom Stead, Shawn Megill Legendre, Sarah Moran, Tom Keenan, Glenn McNichol, Najah Jackson, and Renee Wise.

#### Guests

PennDOT District 6  
Cedarville Engineering Group  
US HUD, Region III  
Residents for Regional Traffic Solutions, Inc.  
Resident of Bucks County

Jonathan Korus  
John Caperilla  
Phil Trometter  
Susan Herman  
Todd Herman

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

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

DVRPC Executive Director Barry Seymour welcomed Larry Shifflet, Deputy Secretary for Planning at PennDOT, Jim Lewis of NJDOT, and Dan Kelly from the New Jersey Governor's Authorities Unit.

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

Public comments were stated by Susan Herman, President of Residents for Regional Traffic Solutions, Inc. (RRTS) regarding concerns about the expansion of Trenton-Mercer Airport (TTN), as it poses a potential public health and environmental crisis for communities in both New Jersey and Pennsylvania. Ms. Herman noted that the RRTS submitted comments to DVRPC on September 30 regarding the same concerns (see attached).

### **ACTION ITEMS**

#### **1. Minutes of Meeting of September 26, 2019**

The Board adopted the following **motion**:

**MOTION** by *Mr. O'Leary*, seconded by *Ms. Morton*, to approve the minutes of September 26, 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. PA19-78: Regional Traffic Management Center (RTMC) General Contract (MPMS #110494), Montgomery County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the construction phase of the Regional Traffic Management Center (RTMC) General Contract (MPMS #110494) project by \$12,552,000 (FY20: \$2,295,000 STU/Toll Credit; FY21: \$9,205,000 STU/Toll Credit; FY22: 1,052,000 STU/Toll Credit) to cover the winning bid for the new District 6-0 Regional Traffic Management Center (RTMC).

The Department of General Services (DGS) advertised a single design-build best value request for proposals (RFP) on May 3, 2019, which covered the general construction and the separate trades (plumbing, electrical and HVAC). The winning proposer's cost submittal was over the approved amount by \$12,552,000. Due to DGS confidentiality requirements, specific cost breakdowns for the increase are not available.

FHWA has indicated that federal funds (STP/STU/CAQ) are eligible for use on the RTMC, but not on the parking structure. The federal funding amount of \$48,152,000 will be utilized for the RTMC, and the DGS state funding (\$11,800,000) will be utilized for the parking structure. The total Federal and State amount is \$59,952,000, equaling the winning bid. This bid includes the RTMC and parking structure constructed with a garage roof.

This project involves the construction of a new Regional Traffic Management Center (RTMC) and parking structure on the existing PennDOT 6-0 office property in King of Prussia. This will be a design-build contract issued by the DGS and PennDOT will lead the technical requirements of the project. The scope for the new facility includes the design and construction of a new free-standing building for the RTMC, and a three-level precast parking structure. The proposed RTMC building footprint will be over the western portion of the current parking structure and the existing parking structure will be demolished, and a new, separate parking structure will be constructed. The DGS will issue a single design-build contract which covers the general construction and the separate trades (plumbing, electrical, and HVAC).

PennDOT has outgrown the existing RTMC, which is physically too small to accommodate the Department's needs as the deployment and utilization of Intelligent Transportation Systems (ITS) equipment has increased in recent years. Data storage and technical requirements can no longer be met. For example, there is not enough room for the servers needed to process data. The current server room is essentially a large closet, while the new server room will be able to accommodate all the current equipment, as well as the expansion of equipment that will be required by the newer active traffic management systems PennDOT is planning to implement, such as Variable Speed Limit signs, Queue Detection, Dynamic Lanes, and other strategies planned for deployment along facilities including I-476, I-95, I-76, and others. PennDOT will also need more room for equipment required for arterial signal management in the I-76 Integrated Corridor Management (ICM) corridor. PennDOT also has plans to begin sharing data with SEPTA, for example, to feed transit data into Dynamic Message Signs (DMS) to help encourage motorists to take the train into the City instead of driving. The new RTMC will also help PennDOT accommodate the data processing requirements of Connected and Autonomous Vehicles (CAVs), and will allow PennDOT to tie into telecommunication and video feeds from the states of Delaware and New Jersey.

In addition to the technical improvements described above, the new RTMC building will be able to house a mini-command center in the case of severe weather events or other large-scale events such as the Papal Visit or Democratic National Convention. These facilities will also be used to host regular RTMC Task Force meetings. The building will include a media/press room where the press can access data and collaborate directly with PennDOT to get information to the public. There will be a locker room and kitchen to accommodate staff when they are required to stay for extended periods of time, for example when there is a severe weather event. The new building will be connected to the current District 6-0 offices and will have increased security, as well as redundancy for back-up power. The new RTMC building is classified as 100% "essential facility," which means increased hardening and redundancy requirements.

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 were some concerns about this project that were raised at the RTC and DVRPC and PennDOT did a great job clarifying and resolving any questions or concerns.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-78, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the construction phase of the Regional Traffic Management Center (RTMC)

General Contract (MPMS #110494) project by \$12,552,000 (FY20: \$2,295,000 STU/Toll Credit; FY21: \$9,205,000 STU/Toll Credit; FY22: 1,052,000 STU/Toll Credit).

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

**b. PA19-82: SR 896 Safety Improvement (MPMS #85949), Chester County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by drawing funds down from the Regional Safety Initiatives (HSIP) (MPMS #57927) line item for a total of \$13,455,000 HSIP/Toll Credit and programming accordingly: \$855,000 HSIP/Toll Credit for adding a Preliminary Engineering phase in FY19, \$2,800,000 HSIP/Toll Credit for adding a Final Design phase in FY19, \$1,500,000 HSIP/Toll Credit for adding a Right of Way phase in FY20, \$800,000 HSIP/Toll Credit for adding a Utility phase in FY20, and \$7,500,000 HSIP/Toll Credit for adding a Construction phase in FY23; and by changing the scope of the SR 896 Safety Improvement project (MPMS #85949) to include a roundabout at the PA Route 896 and PA Route 841 intersection.

The scope of work for this project was developed from the Road Safety Audit which was conducted in November 2006 and undertaken by DVRPC in conjunction with the Pennsylvania Department of Transportation. The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate five mile section of PA 896, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township.

This project will include: increasing the lane width and shoulder width along PA 896; the removal of severe vertical crests at select locations; the installation of left turn lanes at select intersections; the construction of a roundabout at the PA 896/PA 841 intersection; modification of the geometry at select intersections; improving drainage along PA 896; repaving PA 896 with pavement reconstruction at select locations; the relocation of select utility poles; the installation of appropriate signage along PA 896; and the installation of raised pavement markers (RPM), delineators, and rumble strips along PA 896.

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.

DVRPC Executive Director Barry Seymour noted that DVRPC has done a lot of work on this and that it is great to see it moving forward.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-82, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by drawing funds down from the Regional Safety Initiatives (HSIP) (MPMS #57927) line item for a total of \$13,455,000 HSIP/Toll Credit and programming accordingly: \$855,000 HSIP/Toll Credit for adding a Preliminary Engineering phase in FY19, \$2,800,000 HSIP/Toll Credit for adding a Final Design phase in FY19, \$1,500,000 HSIP/Toll Credit for adding a Right of Way phase in FY20, \$800,000 HSIP/Toll Credit for adding a Utility phase in FY20, and \$7,500,000 HSIP/Toll Credit for adding a Construction phase in FY23; and by changing the scope of the SR 896 Safety Improvement project (MPMS #85949) to include a roundabout at the PA Route 896 and PA Route 841 intersection.

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

**c. PA19-83: Swamp Pike over Minister Creek Bridge (CB #172) (Act 13) (MPMS #16154), Montgomery County**

Montgomery County has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Swamp Pike over Minister Creek Bridge (CB #172) (Act 13) project in the amount of \$1,770,000 Act 13 and programming accordingly: FY20: \$175,000 Act 13 for the Preliminary Engineering phase and \$25,000 Act 13 for the Right of Way phase; FY21: \$175,000 Act 13 for the Final Design phase and \$25,000 Act 13 for the Right of Way phase; FY22: \$1,370,000 Act 13 for the Construction phase.

This bridge, which is located in New Hanover Township, Montgomery County, is a two-span stone masonry arch and concrete slab bridge. Built in 1844 and widened in 1928, the 41 foot long bridge has a curb to curb width of 32 feet. The bridge is categorized as "Structurally Deficient" due to the superstructure being rated with a "Poor" condition rating and the substructure of the bridge with a "Fair" condition rating. The superstructure of the bridge has random hairline longitudinal and traverse cracking, and has previously been coated with sprayed concrete. Given the "Poor" condition of the bridge, this will be a total bridge replacement project.

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 Ms. Arkoosh, seconded by Mr. O'Leary that the Board adopt the following TIP action:

PA19-83, Montgomery County's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Swamp Pike over Minister Creek Bridge (CB #172) (Act 13) project in the amount of \$1,770,000 Act 13 and programming accordingly: FY20: \$175,000 Act 13 for the Preliminary Engineering phase and \$25,000 Act 13 for the Right of Way phase; FY21: \$175,000 Act 13 for the Final Design phase and \$25,000 Act 13 for the Right of Way phase; FY22: \$1,370,000 Act 13 for the Construction phase.

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

**d. PA19-84: Statewide Multimodal Transportation Funded Projects, (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC approve the list of 34 projects selected as part of PennDOT's Statewide Multimodal Transportation Fund (MTF) and amend the FY2019 TIP for Pennsylvania by adding 34 MTF projects in the total amount of \$43,966,000 State 411.

The Multimodal Transportation Fund (MTF) is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety and transit revitalization.

The following is the list of 34 Statewide Multimodal Transportation Fund projects that were awarded funding in the DVRPC region that will be amended in to the DVRPC TIP:

**Bucks County**

1. Maple Beach Bridge Replacement and Trail Connection (MPMS #111172) - \$572,000 for replacing a decommissioned bridge and providing safe access to Maple Beach, the borough's wastewater treatment facility, and one of PA's only freshwater tidal marshes.
2. Lifequest – Milford Village (MPMS #111173) - \$1,500,000 for the widening of Route 663 from the current 2 and 3 lane road between Route 309 and the PA Turnpike to a 4 lane throughway which will include turn lanes; provide a pedestrian/bicycle pathway on the north side of John Fries Highway (PA 663) from Hickory Drive to Portzer Road, and North through the St. Luke's Hospital Campus; and for a signal upgrade at the PA 663/Portzer Road intersection.
3. Route 13 Streetscape and Pedestrian Enhancements (MPMS #112199) - \$885,000 for installation of pedestrian safety and mobility facilities along U.S. Route 13, from the Croydon train station to Janet Avenue, including sidewalks, traffic calming measures and stormwater improvements.

**Chester County**

4. Oxford Borough Transit Center Access Improvements (MPMS #111177) - \$144,000 for changing an existing alleyway to a pedestrian only one block streetscape.
5. Northern Relief Route – Ashburn Road Extension (MPMS #111175) - \$1,260,000 for extending the existing termination point of the road to intersect with Township Line Road, provide two 12-foot travel lanes (one in each direction) and eight-foot shoulders for shared bike lanes with a new sidewalk on the south side.

6. Chestnut Street Sidewalk Rehabilitation (MPMS #112700) - \$100,000 for a pedestrian connectivity network safety improvement project that includes rehabilitation and reconstruction of sidewalks and curbs to ADA standards with street paving. The work will also direct stormwater towards existing inlets.
7. Chester County Wayfinding Signage Replacement Program (MPMS #112702) - \$204,000 for replacing the existing wayfinding road signage throughout Chester County which includes fabrication, installation, and inspection of newly designed signs.
8. Peterman Road Improvement (MPMS #112690) – \$2,606,000 for improvements to the Peterman Road intersection, including signalizations, left-turn lanes on all approaches, sidewalks along the east side of Peterman Road, and restricting left turns at an adjacent intersection.
9. Repairs to Mortonville Road (MPMS #112689) - \$1,000,000 for embankment stabilization, drainage, and roadway reconstruction of a section of Mortonville Road.

#### Delaware County

10. King of Prussia and Eagle Road Intersection (MPMS #112201) - \$1,303,000 for completion of a set of roadway and signal improvements at the intersection of King of Prussia Road and Eagle Road, including adding turn lanes and a new traffic signal.

#### Montgomery County

11. Old York (PA 611) and Susquehanna Roads Intersection (MPMS #107825) - \$588,000 for the intersection of Old York Road (PA611) and Susquehanna roads, to realign, increase the turning radii, add a turning lane, upgrade traffic signals, and improve access to businesses on the northwestern corner of the intersection.
12. Park Avenue-Eagleville Road-Crawford Road Intersection Realignment (MPMS #105077) - \$2,000,000 for the realignment of the Crawford Road and Eagleville Road approaches with Park Avenue, including widening and signalization.
13. Spring House Roadway Improvement Project (MPMS #111171) - \$938,000 for roadway widening and an additional throughway from Norristown Road onto Sumneytown Pike, including a right turn movement into the Springhouse Shopping Center, right turns onto Bethlehem Pike, pedestrian upgrades, and traffic signal improvements.
14. Evans Road: Emergency Access and Safety First (MPMS #111169) - \$373,000 for addressing multimodal hazards at the intersection of PA 63 and Gwynedd Mercy University property to improve the quality of life and increase safety.
15. Blair Mill Road Transportation Improvements (MPMS #111170) - \$3,000,000 for an increase in capacity, repairs, and resurfacing along Blair Mill Road, Witmer Road, and Commerce Avenue, including bicycle and pedestrian improvements, pavement markings, a new sidewalk, ADA compliant ramps on the new and existing sidewalks, signalized intersections, pedestrian pushbutton and countdown signals, and a new segment of the Cross County Trail.

16. Mont Clare Improvement Project (MPMS #112212) - \$927,000 for eliminating a 50-foot offset between Jacobs Street and Walnut Street at their signalized intersection with Bridge Street (Route 29) by realigning Jacobs Street to intersect Bridge Street directly opposite Walnut Street.
17. Horsham Road-Limekiln Pike Intersection Improvements (MPMS #112213) - \$3,000,000 for widening and upgrading to carry two through lanes in each direction on Horsham Pike between Limekiln Pike and Davis Grove Road, and widening on Limekiln Pike to accommodate two through lanes in each direction.
18. PA 73/PA 663 South Improvement (MPMS #112712) - \$125,000 for widening PA 73 to provide a separate eastbound left-turn lane along with minor reprofiling of a vertical curve to improve sight distance, and the installation of a traffic control signal.
19. Davisville and Byberry Intersection Improvements (MPMS #112731) - \$390,000 for roadway widening along Davisville Road to provide a dedicated northbound right turn lane onto Byberry Road, and signal timing improvements.
20. Red Lion Road Culvert and Roadway Improvements (MPMS #112734) - \$1,200,000 for the replacement of a structurally deficient PennDOT owned structure and roadway widening along Red Lion Road to accommodate existing traffic volumes.
21. Forty Foot Road Roadway Improvements (MPMS #112715) - \$1,018,000 for the widening of westbound Forty Foot Road, the overlay and restriping of PA 63 to a five lane section between Christopher Dock Access and Newbury Way, and installation of a traffic signal at the intersection of Forty Foot Road/Newbury Way/Site Access. The proposed improvements along Forty Foot Road are located between the intersections with Morgandale Drive and Allentown Road.

#### City of Philadelphia

22. Logan Point Roadway Improvements Project (MPMS #107870) - \$3,000,000 for preparing the Logan Triangle in North Philadelphia for redevelopment by vacating a series of unused, dilapidated streets and completely reconstructing the arterial access roads, 9th Street and Wyoming Avenue
23. Make Way for Children (MPMS #107831) - \$812,000 for pedestrian and bicyclist safety infrastructure along corridors to three public elementary schools that have been identified as "high child pedestrian crash schools." The three elementary schools that have been identified are Frances Willard Elementary, Commodore John Barry Elementary and John H. Taggart Elementary in Philadelphia.
24. Bartram's Mile Greenway Enhancements (MPMS #111190) - \$184,000 for enhancements to the new Bartram's Mile trail and greenway, including installation of an irrigation system and maintenance facility and contextually sensitive additions to site landscaping.
25. Improving Anne d'Harnoncourt Drive (MPMS #111191) - \$3,000,000 for roadway and multimodal transportation improvements to Anne d'Harnoncourt Drive.
26. Adams/Summerdale Avenues and Roosevelt Boulevard (MPMS #111189) - \$1,114,000 for improving the intersection geometry in the southwest corner of Adams/Summerdale Avenues and Roosevelt Boulevard in order to mitigate the conflict point between pedestrians and vehicles.

27. Navy Yard Broad Street Quay Wall Replacement (MPMS #112228) - \$3,000,000 for the replacement of a circa 1898 timber deck structure supporting the main entrance (Broad Street) to the Navy Yard.
28. Provco Penrose (MPMS #112224) - \$1,300,000 for the economic revitalization efforts to transform a previous heavy metal shredding facility into a proposed Wawa convenience store with gas and a separate restaurant facility.
29. Old City Market Street Vision Zero Improvements (MPMS #112203) - \$3,000,000 for the removal of the through lane (reduction from 4 lane to 3 lane section) in order to provide protected bike lanes and shortened pedestrian crossing lengths.
30. Parkside Avenue Vision Zero Corridor (MPMS #112225) - \$2,683,000 for critically needed traffic safety improvements on a Vision Zero High Injury Corridor, Parkside Avenue, including pedestrian islands, LED lighting, intersection improvements, and a new sidepath.
31. Roosevelt Boulevard Direct Bus, Phase B (MPMS #112226) - \$900,000 for the construction of eight new bus plazas at four key intersections along Roosevelt Boulevard to support SEPTA's next segment of Boulevard Direct, which will ultimately connect to the Wissahickon Transportation Center in Manayunk.
32. Murals at Wayne Junction (MPMS #112688) - \$68,000 for improving the safety and utilization of a multimodal transportation hub through the addition of public art.
33. Historic Streets – Philadelphia (MPMS #112687) - \$1,146,000 for the restoration of four unique historic streets to improve multimodal access, ADA compliance and boost economic development in historic districts: Camac Street's wood pavers, Waverly Street's iron slag block, and Mermaid Lane and Winston Road's cubical granite block.
34. City Avenue (MPMS #112733) - \$626,000 for road and pedestrian safety improvements on City Avenue.

All projects listed contribute to fiscal constraint. These are additional funds to the region.

Elizabeth Smith, SEPTA, commented that SEPTA enthusiastically supports this project. Mr. Seymour noted that seeing the projects grouped like this all over the region is great and is a testament to Act 89.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Shifflet*, seconded by *Mr. Squilla* that Board adopt the following TIP action:

PA19-84, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by approving the list of 34 projects selected as part of PennDOT's Statewide Multimodal Transportation Fund (MTF) and amend the FY2019 TIP for Pennsylvania by adding 34 MTF projects in the total amount of \$43,858,000 State 411:

Bucks County

1. Maple Beach Bridge Replacement and Trail Connection (MPMS #111172) - \$572,000
2. Lifequest – Milford Village (MPMS #111173) - \$1,500,000
3. Route 13 Streetscape and Pedestrian Enhancements (MPMS #112199) - \$885,000

#### Chester County

4. Oxford Borough Transit Center Access Improvements (MPMS #111177) - \$144,000
5. Northern Relief Route – Ashburn Road Extension (MPMS #111175) - \$1,260,000
6. Chestnut Street Sidewalk Rehabilitation (MPMS #112700) - \$100,000
7. ChesCo Wayfinding Signage Replacement Program (MPMS #112702) - \$204,000
8. Peterman Rd Improvement (MPMS #112690) – \$2,606,000
9. Repairs to Mortonville Road (MPMS #112689) - \$1,000,000

#### Delaware County

10. King of Prussia and Eagle Road Intersection (MPMS #112201) - \$1,303,000

#### Montgomery County

11. Old York (PA 611) and Susquehanna Roads Intersection (MPMS #107825) - \$588,000
12. Park Avenue-Eagleville Road-Crawford Road Intersection Realignment (MPMS #105077) - \$2,000,000
13. Spring House Roadway Improvement Project (MPMS #111171) - \$938,000
14. Evans Road: Emergency Access and Safety First (MPMS #111169) - \$265,000
15. Blair Mill Road Transportation Improvements (MPMS #111170) - \$3,000,000
16. Mont Clare Improvement Project (MPMS #112212) - \$927,000
17. Horsham Road-Limekiln Pike Intersection Improvements (MPMS #112213) - \$3,000,000
18. PA 73/PA 663 South Improvement (MPMS #112712) - \$125,000
19. Davisville and Byberry Intersection Improvements (MPMS #112731) - \$390,000
20. Red Lion Road Culvert and Roadway Improvements (MPMS #112734) - \$1,200,000
21. Forty Foot Road Roadway Improvements (MPMS #112715) - \$1,018,000

#### City of Philadelphia

22. Logan Point Roadway Improvements Project (MPMS #107870) - \$3,000,000
23. Make Way for Children (MPMS #107831) - \$812,000
24. Bartram’s Mile Greenway Enhancements (MPMS #111190) - \$184,000
25. Improving Anne d’Harnoncourt Drive (MPMS #111191) - \$3,000,000
26. Adams/Summerdale Avenues and Roosevelt Boulevard (MPMS #111189) - \$1,114,000

27. Navy Yard Broad Street Quay Wall Replacement (MPMS #112228) - \$3,000,000
28. Provco Penrose (MPMS #112224) - \$1,300,000
29. Old City Market Street Vision Zero Improvements (MPMS #112203) - \$3,000,000
30. Parkside Avenue Vision Zero Corridor (MPMS #112225) - \$2,683,000
31. Roosevelt Boulevard Direct Bus, Phase B (MPMS #112226) - \$900,000
32. Murals at Wayne Junction (MPMS #112688) - \$68,000
33. Historic Streets – Philadelphia (MPMS #112687) - \$1,146,000
34. City Avenue (MPMS #112733) - \$626,000

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

**e. PA19-85: Rosedale Road over Unami Creek Bridge Replacement (MPMS #69823), Bucks County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Rosedale Road over Unami Creek Bridge (MPMS #69823) project to the TIP in the amount of \$2,400,000 and programming accordingly: \$100,000 State 185 for the Preliminary Engineering phase in FY19; \$175,000 State 185 for the Final Design phase in FY20; \$35,000 State 185 for the Utility phase in FY20; \$90,000 State 185 for the Right of Way phase in FY21; and \$2,000,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581; FY25: \$360,000 STU/\$90,000 State 581; FY26: \$840,000 STU/\$210,000 State 581) for the Construction phase.

This project will replace the two state-owned bridges on Rosedale Road over a branch of the Unami Creek in Milford Township, Bucks County. Bridge one (Bridge Key 7434), built in 1933, is a one-span concrete encased rolled steel I-beam structure with a span length of 32 feet. The bridge is a one-lane bridge with no shoulders and is considered functionally obsolete. The most recent inspection report detailed the deteriorating condition of this bridge. The underside of the bridge deck shows hairline cracking, and all of the deck drains are clogged. The beams are flaking off with exposed bottom flanges and the exposed steel has severe rust and is separating. The footings of the abutments and wing walls are exposed in several locations. There is a large sediment and cobble deposit under the bridge and advanced scouring along the abutments. The bridge is not currently posted, but at the current rate of deterioration it will be in poor condition by the time the project is let. In addition to the replacement of the structure, guiderail, traffic signs, and delineators will be installed as required.

Bridge two (Bridge Key 7433), also built in 1933, is a one-span concrete encased steel I-beam structure with a span length of 13 feet, and is also a one-lane bridge with no shoulders. This bridge is in poor condition and is functionally obsolete. The most recent inspection report showed exposure and severe corrosion of the bottom flanges of the beams, and advanced section loss. The right fascia shows large concrete flaking with exposed, corroded steel. The abutment stems have several full-height vertical cracks throughout. There are full-height vertical cracks at each abutment under one of the beams (beam two). The bridge is currently posted at 35 tons/40 tons for combination. Further deterioration of the structure will result in the posting being lowered and could eventually result in the closure of the bridge.

If this project is not implemented, both of these bridges will eventually have to be posted/weight restricted, which would impact local emergency response and limit access by local residents and farmers. A PennDOT Connects meeting was held with representatives from PennDOT, DVRPC, the Bucks County Planning Commission, and Milford Township on April 24, 2019. The township and county are in favor of this project.

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.

**f. PA19-86: Conestoga Road over Pickering Creek Bridge Replacement (MPMS #98042), Chester County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Conestoga Road over Pickering Creek Bridge (MPMS #98042) project to the TIP in the amount of \$1,830,000 and programming accordingly: \$80,000 State 185 for the Preliminary Engineering phase in FY19; \$125,000 State 185 for the Final Design phase in FY20; \$50,000 State 185 for the Utility phase in FY20; \$75,000 State 185 for the Right of Way phase in FY21; and \$1,500,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581; FY25: \$200,000 STU/\$50,000 State 581; FY26: 200,000 STU/\$50,000 State 581; FY27: \$400,000 STU/\$100,000 State 185) for the Construction phase.

This project will replace the state-owned bridge on Conestoga Road over a branch of Pickering Creek in West Pikeland Township, Chester County. The existing bridge, built in 1938, is a one-span concrete T-beam structure with a span length of 36 feet. The bridge is two lanes wide with no shoulders or sidewalk. The most recent inspection report showed that the structure is already considered in Poor condition and due to pending development, could be considered functionally obsolete. The six cast-in-place T-beams are severely deteriorated and the reinforcing bonding agent has been removed throughout. The abutments have advanced scouring, cracking and moderate to severe scaling near the waterline. There are also severe longitudinal cracks in the structure.

The bridge is currently posted at 32 tons/40 tons for combination. Further deterioration of the structure will result in the posting being lowered and will eventually result in the closure of the bridge. The bridge is deteriorating at an accelerated rate. PennDOT 6-0 Bridge Unit is concerned that a delay in replacing the structure will result in an emergency closure of the bridge.

This project is scheduled for a February 11, 2021 letting. PennDOT 6-0 wishes to move this project forward quickly to avoid having to lower the posting further or close the bridge, which would impact local emergency response and limit access by local residents and farmers. A PennDOT Connects meeting was held with representatives from PennDOT, DVRPC, the Chester County Planning Commission, and West Pikeland

Township on September 24, 2018. The township and county are both in favor of the project.

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.

**g. PA19-87: Ewing Road over White Clay Creek Bridge Replacement (MPMS #86302), Chester County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Ewing Road over White Clay Creek Bridge (MPMS #86302) project to the TIP in the amount of \$1,570,000 and programming accordingly: \$80,000 State 185 for the Preliminary Engineering phase in FY19; \$125,000 State 185 for the Final Design phase in FY20; \$15,000 State 185 for the Utility phase in FY20; \$100,000 State 185 for the Right of Way phase in FY21; and \$1,250,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581; FY25: \$200,000 STU/\$50,000 State 581; FY26: \$200,000 STU/\$50,000 State 581; FY27: \$200,000 STU/\$50,000 State 185) for the Construction phase.

This project involves the replacement of two state-owned bridges located on Ewing Road over a branch of White Clay Creek in Penn Township, Chester County. Bridge one (Bridge Key 10494), built in 1910, is a one-span concrete encased rolled steel I-beam structure with a span length of 15 feet. The bridge is a one-lane bridge with no shoulders and is considered functionally obsolete. The most recent inspection report detailed the deteriorating condition of this bridge. The concrete jack arches with steel stay-in-place forms have areas of 100% section loss, especially above the bottom flanges of the beams. There is also up to 100% section loss to the exposed concrete along the bottom flanges of the beams where the stay-in-place form is missing. The encasement is missing along the near end of beam one and is heavily flaking off along the far end of one of the beams (beam eight). The bottom flanges and webs of the channels have heavy to severe rust. The bottom flanges of the interior beams are exposed and unprotected with advanced section loss. The fascia beams are exposed and unprotected with advanced section loss. There is hairline and fine cracking throughout the concrete abutments. The stone masonry wing walls are missing mortar and have random cracking throughout. There are loose stones and scouring of one abutment with some undermining. The bridge is currently not posted, but further deterioration of the structure will result in the bridge being posted and/or closed. In addition to replacement of the structure, guiderail, traffic signs, and delineators will be installed as required.

Bridge two (bridge key 10495), built in 1911, is a one-span reinforced concrete slab structure with a span length of 12 feet, and is a state-owned bridge on a locally-owned road. The bridge is a one-lane bridge with no shoulders, in poor condition, and functionally obsolete. The most recent inspection report detailed the deteriorated

condition of this structure. On the underside of the deck, there is flaking with exposed reinforcement. There is scouring along the wing walls and abutments. There are stones and missing mortar in the wing walls and abutments. The bridge is currently not posted, but further deterioration of the structure will result in the bridge being posted and/or closed. School buses are unable to use either bridge due to the narrowness and alignment of the structures and are forced to turn around in nearby residential developments.

This project is scheduled for a July 23, 2020 letting. If this project is not implemented, the bridges will eventually have to be posted/weight restricted, which would impact local emergency response and limit access by local residents and farmers.

A PennDOT Connects meeting was held with representatives from PennDOT, DVRPC, the Chester County Planning Commission, and Penn Township on May 1, 2019. The township and county are in favor of the project.

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.

#### **h. PA19-88: Cheyney Road Bridge Replacement (MPMS #104879), Delaware County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Cheyney Road Bridge (MPMS #104879) project to the TIP in the amount of \$790,000 and programming accordingly: \$75,000 State 185 for the Preliminary Engineering phase in FY19; \$100,000 State 185 for the Final Design phase in FY20; \$40,000 State 185 for the Utility phase in FY20; \$75,000 State 185 for the Right of Way phase in FY21; and \$500,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581) for the Construction phase.

This project involves the replacement of the state-owned bridge located on Cheyney Road over a branch of the Chester Creek in Thornbury Township, Delaware County. The existing bridge, built in 1931, is a one-span reinforced concrete slab structure with a span length of 10 feet. The bridge is two lanes wide with no shoulders or sidewalk. The most recent inspection report detailed the deteriorating condition of this bridge. Structural deficiencies include fragmenting of the underside of the concrete slab and exposed and rusting rebar in many areas. The abutments and wing walls exhibit several large hairline cracks. The bridge is not currently posted; however, further deterioration is likely without intervention. The existing structure will be replaced, and guiderail, traffic signs, and delineators will be installed as required.

If this project is not implemented, the bridge will eventually have to be posted/weight restricted, which would impact local emergency response and limit access by local residents and farmers. In addition, Cheyney Road is part of a SEPTA bus route and provides access to Cheyney University.

A PennDOT Connects meeting was held with representatives from PennDOT, DVRPC, the Delaware County Planning Commission, Thornbury Township, and Cheyney University on October 13, 2017. The township and county are in favor of the project.

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.

**i. PA19-89: Perkiomenville Road over Sciota Creek Bridge Replacement (MPMS #110762), Montgomery County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Perkiomenville Road over Sciota Creek Bridge (MPMS #110762) project to the TIP in the amount of \$2,020,000 and programming accordingly: \$100,000 State 185 for the Preliminary Engineering phase in FY19; \$150,000 State 185 for the Final Design phase in FY20; \$20,000 State 185 for the Utility phase in FY20; \$100,000 State 185 for the Right of Way phase in FY21; and \$1,650,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581; FY25: \$360,000 STU/\$90,000 State 581; FY26: \$500,000 STU/\$200,000 State 581) for the Construction phase.

This project involves the replacement of the state-owned bridge located on Perkiomenville Road over Sciota Creek in Upper Frederick Township, Montgomery County. The existing bridge, built in 1932, is a one-span concrete closed spandrel arch with a span length of 30 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing approach roadway is 21 feet wide with two lanes and no shoulders or sidewalk. The most recent inspection report detailed the deteriorated condition of the structure. There are areas of heavy scale, separations, and flaking, with exposed reinforcement throughout the spandrel walls and arch barrels. There are fragments as deep as 24 inches in places. The abutments and wing walls exhibit deep fragmentations. There is severe abrasion along the waterline and severe concrete erosion along the base of the abutments. The bridge is currently posted at 36 tons/40 tons for combination. Further deterioration of the structure will result in the posting being lowered and could eventually result in the closure of the bridge, which would impact local emergency response and limit access by local residents and farmers.

A PennDOT Connects meeting was held with representatives from PennDOT, DVRPC, the Montgomery County Planning Commission, and Upper Frederick Township on March 21, 2019. The township and county are in favor of the project.

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.

Mr. Seymour asked if the bridge bundling approach will be used. Ms. Schoonmaker responded that they are being handled separately.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-85, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Rosedale Road over Unami Creek Bridge (MPMS #69823) project to the TIP in the amount of \$2,400,000 and programming accordingly: \$100,000 State 185 for the Preliminary Engineering phase in FY19; \$175,000 State 185 for the Final Design phase in FY20; \$35,000 State 185 for the Utility phase in FY20; \$90,000 State 185 for the Right of Way phase in FY21; and \$2,000,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581; FY25: \$360,000 STU/\$90,000 State 581; FY26: \$840,000 STU/\$210,000 State 581) for the Construction phase.

PA19-86, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Conestoga Road over Pickering Creek Bridge (MPMS #98042) project to the TIP in the amount of \$1,830,000 and programming accordingly: \$80,000 State 185 for the Preliminary Engineering phase in FY19; \$125,000 State 185 for the Final Design phase in FY20; \$50,000 State 185 for the Utility phase in FY20; \$75,000 State 185 for the Right of Way phase in FY21; and \$1,500,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581; FY25: \$200,000 STU/\$50,000 State 581; FY26: 200,000 STU/\$50,000 State 581; FY27: \$400,000STU/\$100,000 State 185) for the Construction phase.

PA19-87, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Ewing Road over White Clay Creek Bridge (MPMS #86302) project to the TIP in the amount of \$1,570,000 and programming accordingly: \$80,000 State 185 for the Preliminary Engineering phase in FY19; \$125,000 State 185 for the Final Design phase in FY20; \$15,000 State 185 for the Utility phase in FY20; \$100,000 State 185 for the Right of Way phase in FY21; and \$1,250,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581; FY25: \$200,000 STU/\$50,000 State 581; FY26: \$200,000 STU/\$50,000 State 581; FY27: \$200,000 STU/\$50,000 State 185) for the Construction phase.

PA19-88, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Cheyney Road Bridge (MPMS #104879) project to the TIP in the amount of \$790,000 and programming accordingly: \$75,000 State 185 for the Preliminary Engineering phase in FY19; \$100,000 State 185 for the Final Design phase in FY20; \$40,000 State 185 for the Utility phase in FY20; \$75,000 State 185 for the Right of Way phase in FY21; and \$500,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581) for the Construction phase.

PA19-89, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Perkiomenville Road over Sciota Creek Bridge (MPMS #110762) project to the TIP in the amount of \$2,020,000 and programming accordingly: \$100,000 State 185

for the Preliminary Engineering phase in FY19; \$150,000 State 185 for the Final Design phase in FY20; \$20,000 State 185 for the Utility phase in FY20; \$100,000 State 185 for the Right of Way phase in FY21; and \$1,650,000 (FY23: \$200,000 STU/\$50,000 State 581; FY24: \$200,000 STU/\$50,000 State 581; FY25: \$360,000 STU/\$90,000 State 581; FY26: \$500,000 STU/\$200,000 State 581) for the Construction phase.

**2j. PA19-90: PA 3: Ellis to St. Albans (MPMS #111762), Delaware County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new statewide Transportation Infrastructure Investment Fund (TIIF) project, PA 3: Ellis to St. Albans (MPMS #111762), by programming \$2,000,000 e581 funds for construction in FY20. These are additional funds to the region.

The proposed project will widen West Chester Pike (PA 3) to add an additional through travel lane from the Newtown Square Shopping Center signalized driveway to College Avenue (Eastbound) and to Ellis Avenue (Westbound).

Financial Constraint will be maintained as these are additional funds to the region. Cost and Source of Funds will be \$2,000,000 e581.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-90, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new statewide Transportation Infrastructure Investment Fund (TIIF) project, PA 3: Ellis to St. Albans (MPMS #111762), by programming \$2,000,000 e581 funds for construction in FY20.

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

**3. FY2019 DVRPC Competitive CMAQ Program for Pennsylvania Recommended Projects**

Rick Murphy, DVRPC Manager, PA Capital Programs, explained that DVRPC staff is seeking Board approval of the list of projects recommended for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding from Federal Fiscal Year (FY) 22 to FY24 through the FY2019 DVRPC Competitive CMAQ Program for Pennsylvania, and amend the FY2019 - 2022 Transportation Improvement Program (TIP) for Pennsylvania by adding thirteen new (13) projects, totaling \$25,186,475 to the line item, DVRPC Competitive CMAQ Program (MPMS #48201) (TIP Action PA19-92).

CMAQ is a federal program established for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. \$25 million

was set aside in the FY2019 TIP for Pennsylvania for a regional Competitive CMAQ Program to identify and fund eligible projects to advance starting in FY22.

The projects were reviewed for CMAQ eligibility and then evaluated by the Pennsylvania CMAQ Selection Committee based on the criteria posted in the FY2019 Competitive CMAQ Program Guidance. The following evaluation criteria are as follows:

- 1) Project Readiness (maximum score of 25)
- 2) Sponsor Capacity (maximum score of 25)
- 3) Cost-Effectiveness (maximum score of 20)
- 4) Long-Term Viability of Emissions Benefit (maximum score of 20)
- 5) Environmental Justice (maximum score of 5)
- 6) Level of Match (maximum score of 5)

The maximum score for a project is 100. The higher the total project score, the more favorable the project is for the program. Twenty-five (25) eligible applications seeking a total of \$67,582,635 CMAQ funds to leverage \$128,947,746 worth of projects were submitted for consideration. The CMAQ Selection Committee is composed of representatives from various public agencies, and also included a member of the DVRPC Public Participation Task Force.

The CMAQ Selection Committee recommends awarding \$25,186,475 CMAQ funds for the following thirteen (13) projects in Pennsylvania:

#### Regionwide

- 1) \$3,800,000 for SEPTA's (applicant) Work Train Locomotive Replacement project to replace three 1950's era work train locomotives with new EPA Tier 4 compliant locomotives;

#### Bucks County

- 2) \$1,084,720 for Falls Township (applicant) Adaptive Traffic Signal System by upgrading signals at 23 intersections along the key corridors of Lincoln Highway, West Trenton Avenue, and Oxford Valley Road;

#### Chester County

- 3) \$868,656 for the Nutt Road (SR 0023) and Starr Street Operational Improvements project in Phoenixville Borough (applicant) by installing left turn lanes on Nutt Road and associated traffic signal modifications;
- 4) \$2,110,000 for PennDOT's (applicant) PA 401 and Valley Hill Road Intersection Improvement project which includes adding left turn lanes and improving traffic signals and updating signal timing located in Charlestown Township;

#### Delaware County

- 5) \$535,100 for Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes project in Concord Township (applicant);
- 6) \$2,849,000 for PennDOT's (applicant) West Chester and Route 476

Improvements project by delineating an additional free-flowing westbound lane from West Chester Pike onto I-476 Northbound On-ramp, and re-stripping and signing the on-ramp to carry two lanes up to the existing ramp meter. The existing signalized intersection of West Chester Pike and I-476 North On-ramp will be modified to allow westbound West Chester Pike traffic to turn onto the on-ramp accommodating vehicles from South Lawrence Road onto I-476 North, in Haverford and Marple Townships.

- 7) \$5,000,000 for PennDOT (applicant) to implement the Media ByPass ITS Corridor project which will improve traffic flow and reduce congestion along the Route 1 corridor by installing ITS devices, like CCTV, DMS, and Travel Time detection, and fiber optic cable along the corridor, along with the addition of a protected left-turn lane from Route 252 onto the Media Bypass;

#### Montgomery County

- 8) \$754,792 for the construction of Traffic Flow Improvements – Conshohocken State Road (SR 0023) and Spring Mill Road (SR 3032) project by reconfiguring the intersection to provide left-turn lanes and modernize traffic signals in Lower Merion Township (applicant);
- 9) \$892,007 for the Skippack Pike Traffic Signal System project in Whitpain Township (applicant), by expanding the existing signal system to the east along Skippack Pike from Wentz Road to Butler Pike, which includes eight (8) existing signalized intersections, to include new controllers, detection upgrades, and fiber optic interconnect;
- 10) \$1,892,200 for the Dreshertown Road Cross County Trail Extension in Upper Dublin Township (applicant), which will construction a 0.7 mile extension of the Cross County Trail, install center turn lanes at the intersection of Dreshertown Road and Beacon Hill Drive, make operational improvements to signalized intersections, install missing segments of sidewalk and reconstruct culvert for multi-use trail and sidewalk;

#### City of Philadelphia

- 11) \$1,500,000 for PennDOT's (applicant) Roosevelt Boulevard Cross Over Lanes project by modifying crossover lanes at six (6) locations, offsetting left hand turns at Grant Avenue, and intersection improvements at Woodhaven Road Off Ramp to Roosevelt Boulevard northbound, in preparation for Business Access and Transit (BAT) lanes;
- 12) \$1,650,000 to go towards the construction of the Schuylkill River Park Extension – Christian to Crescent section that is part of the Schuylkill River Trail in the City of Philadelphia (applicant);
- 13) \$2,250,000 for the City of Philadelphia's (applicant) Indego 2.0: Increasing Core Capacity project by installing an additional 18 new stations and 335 new bikes;

CMAQ funds for the recommended projects would draw from the line item, DVRPC Competitive CMAQ Program (MPMS #48201), as an Administrative TIP Modification when the projects are ready to submit for obligation if they are under \$5,000,000. If over

\$5,000,000, then the drawdown will be a Formal TIP Amendment, which would require Board approval. While not all projects are expected to immediately obligate funding in FY22 (between October 2021 and August 2022), all projects must obligate their CMAQ award by August 2024. Per FHWA, to obligate funds is a legal commitment: the Federal government's promise to pay for the Federal share of a project's eligible cost. There will be no impact on the TIP or Long Range Plan conformity determination. DVRPC has completed a project level analysis for each recommended project, and the DVRPC Competitive CMAQ Program will result in an emissions benefit for the DVRPC region. Cost and Source of Funds are \$25,186,475 CMAQ.

Barbara Holcomb, DRPA, noted that DRPA was lucky enough to be one of two reviewers who saw all 25 applications. Mr. Seymour noted that there are a lot of complexities with CMAQ and a lot of specific rules about what is eligible. As a result of the Buy America provisions a lot of applications were knocked out of consideration.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Madden*, seconded by *Mr. Shifflet* that the Board approve:

The list of projects recommended for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding as part of the FY2019 DVRPC Competitive CMAQ Program for Pennsylvania. Further, amend the FY2019 - 2022 Transportation Improvement Program (TIP) for Pennsylvania by adding the following thirteen (13) projects, totaling \$25,186,475 to the line item, DVRPC Competitive CMAQ Program (MPMS #48201) (TIP Action PA19-92) to be drawn down at the appropriate time.

Regionwide

- 1) \$3,800,000 for SEPTA's (applicant) Work Train Locomotive Replacement project;

Bucks County

- 2) \$1,084,720 for Falls Township (applicant) Adaptive Traffic Signal System;

Chester County

- 3) \$868,656 for the Nutt Road (SR 0023) and Starr Street Operational Improvements project in Phoenixville Borough (applicant);
- 4) \$2,110,000 for PennDOT's (applicant) PA 401 and Valley Hill Road Intersection Improvement project in Charlestown Township;

Delaware County

- 5) \$535,100 for Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes project in Concord Township (applicant);
- 6) \$2,849,000 for PennDOT's (applicant) West Chester and Route 476 Improvements project in Haverford and Marple Townships;
- 7) \$5,000,000 for PennDOT (applicant) to implement the Media Bypass ITS

Corridor project;

Montgomery County

- 8) \$754,792 for the construction of Traffic Flow Improvements – Conshohocken State Road (SR 0023) and Spring Mill Road (SR 3032) project in Lower Merion Township (applicant);
- 9) \$892,007 for the Skippack Pike Traffic Signal System project in Whitpain Township (applicant);
- 10) \$1,892,200 for the Dreshertown Road Cross County Trail Extension in Upper Dublin Township (applicant);

City of Philadelphia

- 11) \$1,500,000 for PennDOT’s (applicant) Roosevelt Boulevard Cross Over Lanes project;
- 12) \$1,650,000 for the City of Philadelphia’s (applicant) Schuylkill River Park Extension – Christian to Crescent project;
- 13) \$2,250,000 for the City of Philadelphia’s (applicant) Indego 2.0: Increasing Core Capacity project;

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

**4a. New SEPTA FY20 Work Program: Promote SEPTA Services as the Primary TDM Option in Center City Philadelphia**

Stacy Bartels, DVRPC Manager, Office of Marketing and Commuter Services, explained that the goal of this project is to promote use of transit as convenient and timely among Center City’s large and growing commuting and residential population in order to reduce emissions from drive alone cars and ride-hailing services, through innovative communications techniques, new branding, broad-based marketing, and comprehensive education about the convenience and benefits (reducing congestion and improving air quality) of transit.

- TASK 1: Commuter’s Choice Program/Public Outreach Campaign
- TASK 2: SEPTA KEY (fare collection) Program Promotion/Outreach
- TASK 3: Digital Marketing & Educational Outreach Campaign

This program was developed by SEPTA in cooperation with DVRPC, PennDOT, OTIS, and PCPC with funds that the Central Philadelphia TMA did not use in FY19 and will not be using in FY20.

Cost and Source of Funds:

CMAQ:	\$299,474
Match:	<u>\$ 74,868</u>
<b>Total</b>	<b>\$374,342</b>

Chris Puchalsky, City of Philadelphia, thanked DVRPC and SEPTA for this work and for using money that was available toward the goal of reducing congestion.

Elizabeth Smith, SEPTA, commented that Ms. Bartels did a great job of describing a project which was pulled together in a very short time. SEPTA's new bus maps are available but it is hard for SEPTA to get them out to riders. This gives SEPTA the opportunity to market them and get them to people who may not ordinarily take SEPTA.

Kevin Madden, Delaware County, asked Ms. Smith if SEPTA does its own design and marketing work. Ms. Smith responded that SEPTA does its own design work and marketing but that ad buys are done by an outside company.

A public comment was received by Marilyn Howarth of Montgomery County suggesting that the campaign should remind people that they can use google maps on their phone to give them transit directions too.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Puchalsky*, seconded by *Ms. Arkoosh* that the Board approve:

This new Work Program for promoting convenient SEPTA services in Center City that rival and can replace ride-hailing/on-demand services, thus reducing the number of vehicles on Center City streets, especially during business hours; this, in turn, helps improve the air quality in Center City and surrounding areas.

Additionally, that the Board approve to amend the FY2019 TIP for Pennsylvania by adding this project to the TIP (PA19-93).

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

**4b. DVRPC FY2020 Work Program Amendment: Add Regional Transportation Funding Options; Remove Tax-Sharing for Local and Regional Projects or Programs in Southeastern Pennsylvania**

Barry Seymour, DVRPC Executive Director, explained that the Southeast Pennsylvania Partnership for Mobility study, undertaken on behalf of PennDOT, SEPTA, and the Pennsylvania Turnpike Commission, examined transportation funding needs in the Commonwealth, and identified options to increase state funding to replace the expiring contributions from the Pennsylvania Turnpike Commission as well as options to raise funds within the region to supplement available state and federal funds. Under Act 44 of 2007, the \$450 million annual contribution from the Turnpike Commission to PennDOT and SEPTA will decrease to \$50 million in 2022.

This study will explore options on both the mechanism and means to raise and allocate funding for transportation projects and improvements within the five-county region. It will explore alternative administrative structures, examining the advantages and disadvantages of each, as well as the legal or regulatory steps needed to establish such a structure. The study will also further define the regional funding needs, and potential revenue generating options for the region to consider.

The Tax-Sharing project, initially proposed and approved as part of the FY2020 Work Program, has been determined to have a lower priority at this time, and will be removed from the Work Program.

This work has been funded by PennDOT and DVRPC's Comprehensive Planning Program, and will be conducted by DVRPC staff in our Fiscal Year 2020. Additional work, to be defined, may continue into FY2021.

Cost and Source of Funds is \$120,000; comprised of \$24,000 from DVRPC Comprehensive Planning funds and \$96,000 from PennDOT Supplemental Land Use Program.

DVRPC Deputy Executive Director John Ward noted that the Regional Technical Committee (RTC) did not review this action because it was not ready to be presented by the time the RTC meeting was taking place.

The Board adopted the following **motion**:

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

The FY2020 Work Program to include the project Regional Transportation Funding Options, and remove the project Tax-Sharing for Local and Regional Projects or Programs in Southeastern Pennsylvania.

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

## **PRESENTATION ITEM**

### **5. FFY 2021-2024 TIP/2021 Program Financial Guidance**

PennDOT Deputy Secretary for Planning, Larry Shifflet, provided an overview of the financial guidance issued by PennDOT in late summer of 2019 in support of development of the FFY 2021-2024 Transportation Improvement Programs (TIPs) in Pennsylvania, including the movement of regional funds to a statewide Interstate Program to address the needs of these high-priority facilities.

Mark Squilla, City of Philadelphia, commented that he understands what PennDOT is trying to do and the shifting of dollars. Mr. Squilla asked if the local projects in the regional TIP will be affected by projects outside the region. Mr. Shifflet responded that he can't say that they will not be affected and we will need to look at how we use cash

flow for projects and be innovative. PennDOT will do its best to move projects that are already prioritized on the regional TIP. Mr. Squilla asked if there would be funding for I-95 through NHPP. Mr. Shifflet noted that between \$200-250 million of NHPP funds is allocated annually for I-95 and the plan will continue that through the counties as you go south. The northern part will need updates and reconstruction going forward as well. PennDOT will need to balance funding for things like I-95 and other regional needs. Mr. Squilla asked if there are other ideas from the counties that could influence how funding is allocated. Mr. Shifflet responded that PennDOT is open to new ideas and communication and open dialogue is extremely important. Elizabeth Schoonmaker, DVRPC Associate Director, Transportation Programs, noted that all partners will be involved in figuring out how to do this balancing. We have projects that are covered in the interstate program but we have some that are offline and we will have to look at ways to fund them and deal with these. Mr. Shifflet commented that the offline projects are important and some are required and that those discussions are underway.

Mr. Seymour noted that once we put together a list of projects and determine what is eligible and what is not, we may realize that we end up with the same amount of money in the region but we will see some of the regional projects move into the interstate program. Unless and until we figure out how to come up with new revenue we will be dealing with a shrinking pie and we will have fewer resources available. Maybe tolling the interstates is how to do this, or another innovative way to come up with funding. Mr. Shifflet commented that at the federal level we can't expect more funding and the fuel tax has also not increased funding so we will need to look at all options at the state level. Even if we wanted to toll every interstate we could not because there are federal regulations. Brian O'Leary, Chester County, commented that he hopes that part of looking at options is to rethink how we do projects. Maybe part of the solution is doing projects that are smaller in scale or shorter-term. Possibly we could look at doing projects in a more rapid response way. Mr. Shifflet responded that looking at things in a lowest life cycle approach would be good.

Andrew Levecchia, Camden County, commented that we need to look at things on a regional level because this is not only a Pennsylvania issue. The solution is a regional approach that can be looked at from both sides of the river. Mr. Seymour commented that we can learn from each other. Mr. Shifflet commented that the I-95 Corridor Coalition will help to bring the regional approach together.

## **INFORMATION ITEM**

### **6. FY2021 DVRPC Work Program Draft Projects**

Mr. Ward explained the schedule and FY2021 DVRPC Work Program Draft Projects.

## **DISCUSSION ITEM**

## **7. One Minute Reports**

Val Arkoosh, Montgomery County, reported that Lafayette Street will be opened November 1. This has been a multiple year project and the county is finishing the third phase now. Secretary Richards and other former and current Commissioners will be attending the ribbon cutting. The county has used the \$5 vehicle registration fee for the municipalities that do not have a county road or bridge in their boundaries. From the county's annual revenue from that fee, which amounts to roughly \$3 million, the county is pulling out \$1 million for the County Transportation Program. These counties can submit projects that fit into our county's Comprehensive Plan. Last week the Commissioners approved six grants totaling \$1 million dollars for these projects.

Brian O'Leary, Chester County, reported that the county is holding an affordable housing event called A Plus Homes on November 14.

Rich Brahler, Bucks County, reported that the county's GIS Maps and Data Portal got a Special Achievement GIS Award from ESRE. The PA Chapter of the Pennsylvania Planning Association awarded the portal the 2019 award for Projects, Programs, and Practices. Last week was the groundbreaking for the Newtown Rail Trail. About 80 people showed up and the hope is that construction will start in the Spring.

Kevin Madden, Delaware County, reported that the county awarded its first \$4.5 million of the county's \$10 million Open Space Fund. Across the county 38 applications were received and any application that was eligible was accepted. The county was able to leverage \$20 million in outside funding for this.

Chris Puchalsky, City of Philadelphia, reported that on the first of the month the second update to Vision Zero was released. Unfortunately traffic fatalities in the City of Philadelphia were up in the last year. The Mayor reaffirmed his commitment to walking and biking safety through Vision Zero at the Press Conference.

Elizabeth Smith, SEPTA, reported that SEPTA recently completed work on 15<sup>th</sup> Street Station. Reconstructed platforms and a new art installation can be found there.

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

### **a. Yes Brochure**

Mr. Seymour called the Board's attention to a brochure in the Board packets from the Delaware Valley Smart Growth Alliance (DVSGA). Mr. Seymour noted that he

sits on the Board of the DVSGA and this brochure was done as a counter to No and the NIMBY attitude. The brochure was presented at the PA Planning Association's meeting last week.

#### **b. Board Retreat**

Mr. Seymour thanked Board members for participating in the DVRPC Board Retreat which took place on September 26 at Grounds for Sculpture in Hamilton, New Jersey. DVRPC is still compiling results but in terms of what individuals like about the region some of the top responses were: extensive transport network, location of region, and diversity of the region. In terms of concerns for the region some of the top responses were affordability (taxes, cost of living), transit ridership, safety, and increasing transit capacity.

#### **c. Board Meeting Dates for 2020**

Mr. Seymour called the Board's attention to the list of Board meeting dates for calendar year 2020 which are in the Board packets.

#### **d. New Releases**

Mr. Seymour called the Board's attention to some new releases including: DVRPC Limited English Proficiency Plan, Comprehensive Economic Development Strategy, Hatboro Safe Routes to Transit, Centennial District Trolley Service Concept Evaluation, 2017 Aircraft Counting Report, US 202 Section 100 Operations Analysis, City of Trenton Truck Network Study, Pottstown Region Traffic Analysis, Online Municipal Implementation Toolbox.

### **9. Committee Reports**

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

- (1) Regional Technical Committee
- (2) Central Jersey Transportation Forum
- (3) Delaware Valley Goods Movement Task Force
- (4) Regional Community and Economic Development Forum
- (5) Regional Aviation Committee

#### **OLD BUSINESS**

No old business was stated.

#### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:50 a.m. on a

**MOTION** by *Mr. Madden, seconded by Mr. O'Leary.*

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a [Title VI Complaint Form](#), please call (215) 592-1800 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary