

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of September 30, 2015

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  
Pennsylvania Department of Transportation (phone)  
New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office  
Bucks County  
Chester County

Sean Thompson  
Thomas Wospil  
James Mosca  
Chris Howard  
(not represented)  
Nedia Ralston  
Diane Ellis-Marseglia  
Michelle Kichline  
Brian O'Leary  
John McBlain  
Linda Hill  
Valerie Arkoosh  
Jody Holton  
Carol Ann Thomas  
Lou Cappelli  
Heather Simmons  
Matthew Lawson  
(not represented)  
Denise Goren  
Mayor Dana Redd  
Edward Williams  
Jeffrey Wilkerson

Delaware County

Montgomery County

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

City of Trenton

Non-Voting Members

Federal Highway Administration  
New Jersey Division

Robert Clark

Pennsylvania Division

(not represented)

U.S. Department of Housing and Urban Development,  
Region III

Michael Worth

U.S. Environmental Protection Agency, Region II

(not represented)

U.S. Environmental Protection Agency, Region III

(not represented)

Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
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

Tony Cho  
Byron Comati  
Lou Millan  
(not represented)  
(not represented)  
Barbara Holcomb  
Ben Cornelius  
Alan Miller  
  
Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Andrew Bockis  
Thomas Coleman

DVRPC Staff: Barry Seymour, John Ward, Patty Elkis, Chris Puchalsky, Elizabeth Schoonmaker, Alison Hastings, Rick Murphy, Kwan Hui, Taghi Ozbeki, Tom McGovern, Jesse Buerk, Van Doan, Zoe Neaderland, matt Gates, Sean Greene, Mary Bell, Shoshana Akins, Elise Turner, Ted Dahlburg, John Griffies, and Renee Wise.

Guests

City of Camden  
PennDOT  
Gloucester County  
Gloucester County  
McGrory Wentz, LLP.  
PlanPhilly  
Residents for Regional Traffic Solutions

Novella Hinson  
Linda Guarini  
Theresa Ziegler  
Vincent Voltaggio  
Fred Wentz  
Jim Saksa  
Sue Herman

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

Chair Mayor Dana Redd called the meeting to order at 10:06 a.m. and asked if there was any press in the room.

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

No public comments were received.

**Action Items**

**1. Minutes of Meeting of September 30, 2015**

The Board adopted the following **motion**:

**MOTION** by Ms. Goren, seconded by Mr. Ward, to approve the minutes of September 30, 2015.

Executive Director Barry Seymour welcomed Chester County's new Director of Planning, Brian O'Leary.

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

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented the following TIP action to the Board:

PennDOT has requested that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by adding the final design phase (FD) back in to the TIP in FY16 (\$350,000 CAQ) and by adding an incidental utility (UTL) phase in FY16 (\$150,000 CAQ) and an incidental ROW phase in FY16 (\$50,000 CAQ).

The final design phase was programmed on the FY2013 TIP but was never obligated. The final design phase needs to be added back in to the TIP to keep the project on schedule for an October 2016 construction letting.

This project will implement a Variable Speed Limit System and a Queue Detection System along I-76 from I-276 to US 1. The new Variable Speed Limit and Queue Detection systems will utilize existing fiber optic communications infrastructure and existing ITS equipment supplemented with additional equipment for these new systems. The purpose is to improve safety and traffic operations along the corridor. The existing static speed limit signs will be replaced with electronic signs that can show different speed limits. The Queue Detection System will determine areas of queuing or slow-downs in real-time and alert motorists of conditions using existing DMS and additional signing. The additional signing is anticipated to be either more DMS, smaller DMS signing with flashers, static signing with flashers, or a combination.

Over 2,100 crashes were reported along this roadway section between 2009 and 2013 with 66% being rear-end crashes. Variable Speed Limits are used to maximize capacity with uniform travel speeds, provide safer travel speeds for conditions, and reduce rear-end collisions. Queue Detection is used to reduce sudden stopping, reduce bottlenecks from rear end crashes and promote more uniform driver behavior. These systems are anticipated to reduce total number of crashes, accelerate response to crashes, alert drivers to emerging incidents, and reduce delays along the 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.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

PA15-62, PennDOT's request that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by adding the final design phase (FD) back in to the TIP in FY16 (\$350,000 CAQ) and by adding an incidental utility (UTL) phase in FY16 (\$150,000 CAQ) and an incidental ROW phase in FY16 (\$50,000 CAQ).

**3a. DVRPC FY 2016 Work Program Amendment: I-95 Central and South Philadelphia Traffic Forecasts**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that PennDOT is beginning to prepare long range reconstruction plans for I-95 between Spring Garden Street and Broad Street ("Sector B"). In addition to the No-Build condition, approximately nine additional alternatives are under consideration, which include a TSM alternative and several configurations for the Broad Street, I-76, Penn's Landing area interchanges. DVRPC will prepare daily and peak hour traffic forecasts for each alternative for a design year of 2040 or 2045.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

The DVRPC FY 2016 Planning Work Program to include I-95 Central and South Philadelphia Traffic Forecasts.

**4. DVRPC Competitive CMAQ Program for New Jersey(2015) Recommended Projects**

Sean Greene, DVRPC Manager, Air Quality Programs, explained that the Congestion Mitigation and Air Quality Improvement Program (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. The Fiscal Year (FY) 2016 Transportation Improvement Program (TIP) for New Jersey (FY16–19) set aside funding for a regional Competitive CMAQ Program to identify and fund eligible projects to be advanced starting in FY16. The DVRPC Competitive CMAQ Program (2015) provided \$3.6 million CMAQ funds for projects in New Jersey.

Nine (9) project applications, seeking \$4.9 million in CMAQ funds, were submitted for consideration. The projects were evaluated by the New Jersey CMAQ Subcommittee

using the selection criteria posted in the DVRPC 2015 Competitive CMAQ Program Guidance ([www.dvrpc.org/cmaq](http://www.dvrpc.org/cmaq)). The CMAQ Subcommittee has recommended that 5 projects, totaling \$2,271,000 be approved for funding. Other projects will be evaluated that would be eligible for funding but do not meet the time constraint for delivery established for the competitive program.

The recommended projects will be added to the CMAQ line item in the TIP for New Jersey (DB #X065), and will be broken out as individual projects at the appropriate time. There will be no impact on the TIP or long-range-plan conformity determination. A project level analysis has been completed for each recommended project, and the DVRPC Competitive CMAQ Program will result in an emissions benefit for the DVRPC region.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

**MOTION** by Mr. Levecchia, seconded by Ms. Ralston, that the Board approve:

That the Board approve the list of recommended projects to be funded as part of the DVRPC Competitive CMAQ Program (2015). Further, this action will amend the FY 2016 TIP for NJ (FY16-19) to include the list of 5 projects in DB #X065 (Local CMAQ Initiatives). Projects will be drawn from the line items at the appropriate time.

## **5. Adoption of the 2015 Regional Congestion Management Process (CMP)**

Jesse Buerk, DVRPC Senior Transportation Planner, Office of Transportation Safety and Congestion Management, explained that the CMP is a requirement of the federal surface transportation legislation. DVRPC is a national leader with its CMP work and this presentation finalizes the fourth cycle.

The CMP analyzes the regional multimodal transportation network and identifies congested corridors and strategies to minimize congestion. It is medium-term planning that strengthens the connection between the Plan and the Transportation Improvement Program (TIP). CMP efforts are coordinated with statewide and other related undertakings, including incorporating what is known so far about MAP-21 congestion performance measures.

One public comment was received, citing major issues with handling the peak and non-peak periods near the three Stadiums, Xfinity Live, Navy Yard Access point, and the 2016-17 Casino Complex. A response from DVRPC followed.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

That the Board adopt the 2015 update of the regional Congestion Management Process (CMP).

**5. Adoption of the DVRPC FY2016-2019 Transportation Improvement Program (TIP) for New Jersey**

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, explained that federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. A minimum 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP Update every year for either the Pennsylvania portion of the region, or the New Jersey portion of the region; the PA and NJ TIPs are updated on alternating years. At this time, staff is presenting the Draft DVRPC FY2016 TIP for New Jersey with Recommended Changes for adoption by the DVRPC Board.

Work on the development of the FY2016-2019 TIP for NJ commenced in October of 2014. The New Jersey Subcommittee of the RTC, under the direction of DVRPC staff, has worked to develop a TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, long-range plan consistency, and environmental justice.

The Draft DVRPC FY2016-2019 TIP for New Jersey contains 129 projects worth almost \$1.9 billion (an average of \$473 million per year), including \$1.041 billion for 83 projects primarily addressing the highway system and \$850 million for 46 transit projects for DRPA/PATCO and NJ TRANSIT.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained based on the financial resources identified by NJDOT as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality.

**Public Involvement**

The Draft TIP document was made available for public review during a 32-day period which ended on Monday, August 10, 2015. Legal notices explaining the public comment process were published in The Philadelphia Inquirer, the Courier-Post, The Times Newspapers, Al Dia, and The Philadelphia Tribune. Media advisories were issued prior to the start of the public comment period, and the Public Comment Period was announced on DVRPC's homepage, [www.dvrpc.org](http://www.dvrpc.org). An email notice was also

sent to over 15,000 individuals, organizations, and DVRPC affiliated groups. A paper mailing of the public notice was also sent to contacts that had no email addresses. In addition, DVRPC utilized social media outlets (Twitter, Instagram, and Facebook) to highlight and advertise the Draft TIP. All TIP related documents were published on the Internet; copies were placed at major public libraries in New Jersey; and printed documents were distributed to many stakeholders and made available at the public meeting. DVRPC held two public meetings (one at the DVRPC Main Conference Room and another at the Cherry Hill Public Library) to give the public an opportunity to verbally present comments about the process and projects to state, county, transit, and DVRPC staff. Web conferencing was made available to the public for the public meeting at DVRPC.

DVRPC's website played a vital part in our public outreach effort. A web-based online commenting application at [www.dvrpc.org/tip](http://www.dvrpc.org/tip) was available to make it convenient for the public with internet access to directly submit comments to DVRPC about the program. There was also a special e-mail address, [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org), for anyone who preferred to send their comments via e-mail. The Draft TIP document and other related documents were placed on DVRPC's website along with dates and locations of the public meetings, locations of libraries where the document is displayed, general information about the TIP and how it was developed, in addition to all the project listings and financial information.

In response to Title VI and Environmental Justice concerns, outreach occurred to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the public meetings to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, the welfare-to-work community, and other citizens.

A Public Comments Index (abridged summary of comments) and Public Comments (full content of comments) were provided for the Board. A Summary of Agency Responses document was also provided. Many of DVRPC's partner agencies contributed responses to these written submissions. All of the comments that were received during the public comment period and responses provided will be included in the final published TIP document.

A total of 137 individuals from the general public with some on behalf of five advocacy groups submitted over 200 written comments on the Draft TIP via email, the web-based online commenting application, and by fax. The public commented on a total of 214 issues. Since some individuals commented on more than one issue in a submitted comment, DVRPC assigned each issue an "Item ID#" that is used to gather responses from the DVRPC member governments/regional planning partner agencies and included in the attachments. These 214 issues are categorized into eight issue types listed below, along with associated percentages:

1. Requests for a new TIP project/line item (61 percent)

Note that all but one of these written submissions requested a new line item to be added to the TIP for construction of Circuit trails in the DVRPC New Jersey Region.

2. Supports project (21 percent)
3. Bicycle/pedestrian improvement requests (6 percent)
4. Current line item/project suggestions (3 percent)
5. Requests for additional funding and/or staff to line item/project (3 percent)
6. General requests, concerns, and/or questions (3 percent)
7. Not supportive of project (1 percent)
8. Project concerns and/or questions (1 percent)

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to ensure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIPs and long-range plan. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

DVRPC’s conformity analysis of the Connections 2040 Long-range Plan, the Draft FY2016 TIP for NJ, and the FY2015 TIP for PA, conform to the respective State Implementation Plans of Pennsylvania and New Jersey and all applicable National Ambient Air Quality Standards requirements under the Clean Air Act. The conformity finding was presented for adoption at the September 30th Board meeting.

The FY2016 TIP for NJ is fiscally constrained to the funding determined to be reasonably available to the region, as provided by NJDOT. The NJDOT financial guidance reflects a reasonable distribution of available state and federal funds to the region and the other MPOs in the state.

Upon closure of the Public Comment period, a final evaluation of the program and the comments received yields a table of Recommended Changes to the Draft Program which are proposed for incorporation into the Final FY2016 NJ TIP. Adoption at the September meeting will permit the DVRPC NJ TIP, along with the other NJ MPO TIPs, to be included in the NJ Statewide TIP (STIP) for timely submission of those documents by NJDOT to the federal funding agencies for approval.

Ms. Schoonmaker reported that of the comments received only one percent were not supportive of the FY16-2019 New Jersey TIP. Byron Comati, SEPTA, asked how the feedback on the Pennsylvania TIP differs in terms of comments received compared to New Jersey. Ms. Schoonmaker responded that Pennsylvania usually receives more comments and probably received over 300 the last time the TIP was up for adoption. Executive Director Barry Seymour noted that when the Commission does planning for



the TIP we have to make certain funding assumptions. In New Jersey the federal funding is not assured for the full term or the TIP, and there is no guarantee of state funding therefore DVRPC has not increased funding assumptions and has kept it flat. Mr. Edghill, FHWA NJ, commented that in the last month there have been talks with the FTA and FHWA about funding and the STIP will be approved soon. The Senate has taken up a bill and passed it but the House has not done anything yet. The hope is that something is passed by the end of the year and if it is not it will adversely affect FHWA.

Mr. Seymour noted that after the public comment period closed, four additional comments were received. All comments related to a desire to reconstruct Centerton Bridge in Burlington County. A detailed response is pending.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

The DVRPC FY2016-FY2019 Transportation Improvement Program (TIP) for New Jersey with the proposed recommended changes as the region's official selection of transportation projects for federal funding, by adopting Resolution B-FY-003.

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

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented the following TIP actions to the Board:

### **6a. PA15-52: Lansdale Area Improvements, (MPMS #105572), SEPTA**

SEPTA has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding a new program, Lansdale Area Improvements (MPMS #105572), to the TIP, by adding a new \$3,880,000 (\$3,755,000 State Section 1514/\$125,000 Local) project, the 9th Street Station, and shifting funding for the Lansdale Parking Garage from the Parking Improvement Program (MPMS #60540) to the Lansdale Area Improvements (MPMS #105572). The cost of the Lansdale Parking Garage is \$42,010,000 (\$40,655,000 State Section 1514/\$1,355,000 Local). The new program will have funding for both projects in federal fiscal years 2015 to 2018: FY15: \$3,919,000 State Section 1514/\$131,000 Local, FY16: \$7,684,000 State Section 1514/\$256,000 Local, FY17: \$18,387,000 State Section 1514/\$613,000 Local, FY18: \$14,419,000 State Section 1514/\$481,000 Local.

The goal of the new 9th Street Station is to support increased ridership on the Lansdale/Doylestown Regional Rail Line, support future Transit Oriented Development (TOD), and help alleviate the loss of parking during construction of the parking garage

at Lansdale station. The new station will be located north of Lansdale Station west of the intersection of 9th Street and Shaw Avenue, where 9th Street currently terminates at the railroad right-of-way. The station will be fully ADA accessible and include design features that blend with the character and nature of the surrounding Borough and the history of the railroad. Lansdale Borough will be constructing a parking lot, adjacent to the 9th Street Station, which will be owned and operated by the Borough and the Lansdale Parking Authority.

The Lansdale Parking Garage project will significantly increase parking capacity at Lansdale Station by approximately 305 spaces from just under 500 spaces to just over 800 spaces. The project also includes improvements to the station's Main Street entrance, a pedestrian overpass to provide a direct connection to the Madison Avenue TOD project, and other enhancements to the station area.

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 unanimously adopted the following **motion**:

**MOTION** by Ms. Arkoosh, seconded by Ms. Marseglia, that the Board approve the following TIP action:

PA15-52, SEPTA's request that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding a new program, Lansdale Area Improvements (MPMS #105572), to the TIP, by adding a new \$3,880,000 (\$3,755,000 State Section 1514/\$125,000 Local) project, the 9th Street Station, and shifting the Lansdale Parking Garage from the Parking Improvement Program (MPMS #60540) to the Lansdale Area Improvements (MPMS #105572). The cost of the Lansdale Parking Garage is \$42,010,000 (\$40,655,000 State Section 1514/\$1,355,000 Local). The new program will have funding in federal fiscal years 2015 to 2018: FY15: \$3,919,000 State Section 1514/\$131,000 Local, FY16: \$7,684,000 State Section 1514/\$256,000 Local, FY17: \$18,387,000 State Section 1514/\$613,000 Local, FY18: \$14,419,000 State Section 1514/\$481,000 Local.

**6b. PA15-53: Statewide Transportation Alternatives Program (TAP), (Various MPMS #s), Montgomery County**

PennDOT has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding two new Statewide Transportation Alternatives Program (TAP) funded projects in the amount of \$1,430,856 for construction in FY17. MPMS #104280 – First Avenue Road Diet (\$430,856 TAP) and MPMS #104282 – Virginia Drive Road Diet and

Trail (\$1,000,000 TAP). These awards were announced by PennDOT in November 2014, but needed to be included in the Air Quality Conformity Analysis before being added to the DVRPC TIP.

Both projects are located in Montgomery County. Upper Merion Township was awarded \$430,856 for a road diet project along the entire length of First Avenue from North Gulph Road to Allendale Road by reducing the number of travel lanes while maintaining acceptable vehicular traffic operations, which will allow excess existing paved roadway to provide improved facilities for other users such as bicyclists, pedestrians and transit users. Work will also involve converting the entire length of First Avenue from four through lanes with no auxiliary left-turn or right-turn lanes to a three lane configuration with one through lane in each direction and a center two-way left-turn lane and areas of painted median to facilitate movements into the existing commercial and office driveways along the roadway. The remaining roadway area will be converted to five foot bicycle lanes on each side of the road. Additionally, a mid-block raised pedestrian crosswalk including pedestrian signals, signs and markings will be provided. The crosswalk treatments will be designed to maximize pedestrian safety and will include advanced in-street yield – to – pedestrian markings accompanied by overhead flashing beacons and high visibility markings.

Upper Dublin Township was awarded \$1,000,000 for the reconstruction of Virginia Drive from west of Camphill Road to Office Center Drive in the Fort Washington Office Park to provide a three lane road diet cross section as opposed to the existing four lane section. Removal of the fourth lane allows for construction of a multi-use trail between the Highland and Camphill Athletic Complex and the existing termination point of the multi-use trail on Virginia Drive. This trail construction will cover the ½ mile missing section of the regional Cross County trail by linking Virginia Drive with trails along Camphill Road, Highland Avenue, and the Montgomery County Bike Lane network. Lastly, two undersized culverts will be replaced during roadway reconstruction; the intersection with Camphill Road will be signalized; fence will be installed along Pine Run Creek; and project will include minor drainage elements and minor utility relocation.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

PA15-53, PennDOT's request that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding two new Statewide Transportation Alternatives Program (TAP) funded projects in the amount of \$1,430,856 for construction in FY17. MPMS# 104280 – First Avenue Road Diet (\$430,856 TAP) and MPMS # 104282 – Virginia Drive Road Diet and Trail (\$1,000,000 TAP).

**6c. PA15-54: Statewide Multimodal Transportation Funded Projects, (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC approve the list of 17 projects selected as part of PennDOT's Statewide Multimodal Transportation Fund and amend the FY2015 - 2018 TIP for Pennsylvania by adding 16 new projects in the amount of \$44,014,136 (\$16,137,112 MTF (State 411 funds)/\$27,877,024 Local) for final design and construction in FY15, and by drawing additional funding down from the Statewide Multimodal Reserve Line Item (MPMS #102893) at the appropriate time for a \$2,708,017 MTF (State 411 funds) project located in Lansdale Borough, Montgomery County.

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 in order to improve transportation assets in order to enhance communities, pedestrian safety and transit revitalization

Beginning in summer of 2014, PennDOT held two competitive rounds for three years' worth of Multimodal funding. As a result, PennDOT made \$91.2 million available for 91 projects across the state. The DVRPC region received \$29.4 million MTF for 24 projects across the region. 17 projects totaling \$18.8 million MTF are proposed for addition to the TIP; 16 of the projects are being programmed with project numbers (MPMS #'s) at this time; the 17<sup>th</sup> project, in Lansdale in Montgomery County, will be added into the TIP at the appropriate time with funds drawn down from the Statewide Line Item. The remaining seven projects (\$10.6 million) represent different transportation modes and will be added to PennDOT's Statewide TIP by PennDOT Central Office as aviation, public transit, rail/freight, or port improvements.

The following is the list of 17 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. Lower Makefield Quiet Zone (MPMS #105081) - \$700,000 (\$350,000 MTF /\$350,000 Local) for the creation of a Quiet Zone encompassing three highway-rail grade crossings in Lower Makefield Township to alleviate train noise on one of the most densely traveled and regionally significant passenger and freight rail corridors in Pennsylvania.
2. Richboro Pedestrian Improvements (MPMS #105079) - \$235,720 (\$165,000 MTF /\$70,720 Local) for the construction of decorative imprint asphalt crosswalks and associated curb ramps and sidewalk improvements in downtown Richboro in Northampton Township, at seven locations.
3. Route 32 Pedestrian Improvements (MPMS #105080) - \$181,000 (\$126,700 MTF /\$54,300 Local) for construction of pedestrian and bicycle improvements along Main Street (Route 32) at West Parry Street, Ferry Street, Mechanic Street, and a midblock crossing between Corywell/Waterloo Street and Mechanic Street in New Hope Borough.

#### Chester County

4. Malvern Signals and Pedestrian Access (MPMS #105125) - \$400,000 (\$160,000 MTF/\$240,000 Local) to provide safe, transit pedestrian access routes for riders of the SEPTA Regional Rail Station, located in the center of the Borough, from north and south side of station. Improvements will include sidewalks, bike lanes and accessible pedestrian signals in Malvern Borough.
5. Devon Pedestrian/Bike Facilities (MPMS #105129) - \$7,201,500 (\$1,500,000 MTF /\$5,701,500 Local) for adding pedestrian and bicycle facilities in addition to left turn lanes along US 30 in Easttown Township.

#### Delaware County

6. Chester Safety Cameras (MPMS #105074) - \$1,100,000 (\$750,000 MTF /\$350,000 Local) for the addition of security cameras, streetscape improvements, and lighting to improve pedestrian safety in the City of Chester.
7. US 202 and US 1 Connector Road (MPMS #105131) - \$6,000,000 (\$3,000,000 MTF /\$3,000,000 Local) for construction to complete the southeastern loop road, Applied Card Way, to connect US 202 and US 1 in Concord and Chadds Ford Townships. Construction also includes related sidewalks, lighting and pedestrian safety amenities. A completed loop road system will divert traffic from the Route 202/US 1 intersection. This is a companion project to MPMS #95429.

#### Montgomery County

8. Crawford Road/Eagleville Road and Park Avenue Realignment (MPMS #105077) – \$3,060,000 (\$1,000,000 MTF/\$2,060,000 Local) for design and construction of a realignment of the Crawford Road and Eagleville Road approaches with Park Avenue including mainline widening and signalization to improve safety, mobility and efficiency for the motoring public in Lower Providence Township.
9. Germantown Pike Sidewalks (MPMS #105132) - \$119,537 (\$83,675 MTF/\$35,862 Local) for sidewalk installation along Germantown Pike from Jolly Road to Walton Road in Plymouth Township.
10. First Avenue Linear Park/Streetscape (MPMS #105134) - \$1,845,000 (\$1,200,000 MTF/\$645,000 Local) for linear park streetscape and pedestrian sidepath improvements along First Avenue in the King of Prussia Business Park.
11. Commerce Road Narrowing/Trail (MPMS #105133) - \$6,103,000 (\$2,853,000 MTF/\$3,250,000 Local) to provide a road diet cross section on Commerce Drive in the Fort Washington Office Park as opposed to the current four lane section. Removal of the fourth lane allows for construction of the Cross County Trail.
12. Lansdale Borough MPSM # TBD – This \$2,708,017 MTF funded project will consist of streetscape enhancements along East Main Street between Broad and Greenwood in addition to enhancements at SEPTA’s track crossings of Main Street. Funds will be drawn down from the Statewide Multimodal Reserve Line Item (MPMS #102893) at the appropriate time.

City of Philadelphia

13. Yorktown Complete Streets (MPMS #105138) - \$1,090,804 (\$511,836 MTF/\$578,968 Local) for bus shelters, bike lanes, shorten crossing distances for pedestrians, and storm-water runoff management.
14. Kensington Avenue LED Lights (MPMS #105139) - \$4,000,000 (\$1,000,000 MTF/\$3,000,000 Local) for bright street lighting for a section of Kensington Avenue, under a poorly lit transit line that traverses a number of distressed and emerging neighborhoods, hindering safety and security.
15. Convention Center Lighting (MPMS #105140) - \$4,827,575 (\$1,536,901 MTF/\$3,290,674 Local) for completion of consistent and contiguous lighting improvements for a 40-block grid of streets directly surrounding the Pennsylvania Convention Center.
16. Bartram’s Mile Trail (MPMS #105141) - \$5,950,000 (\$1,700,000 MTF/\$4,250,000 Local) for an extension of the Schuylkill River Train, a multi-use commuter and

recreational trail, which will be constructed in Philadelphia along the west bank of the Schuylkill River from just south of Grays Ferry Avenue to the vicinity of 56th Street.

17. Spring Garden Connector Pedestrian Improvements (MPMS #105142) - \$1,200,000 (\$200,000 MTF/\$1,000,000 Local) for implementation of pedestrian and bike facility improvements on Spring Garden Street between Columbus Boulevard/North Delaware Avenue and 2nd Street in order to enhance mass transit access and to leverage transit-oriented development.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

**MOTION** by Mr. Ward, seconded by Ms. Ralston, that the Board approve the following TIP action:

PA15-54, PennDOT's request that DVRPC approve the list of 17 projects selected as part of PennDOT's Statewide Multimodal Transportation Fund and amend the FY2015 - 2018 TIP for Pennsylvania by adding 16 new projects in the amount of \$44,014,136 (\$16,137,112 MTF (State 411 funds)/\$27,877,024 Local) for final design and construction in FY15, and by drawing additional funding down from the Statewide Multimodal Reserve Line Item (MPMS #102893) at the appropriate time for a \$2,708,017 MTF (State 411 funds) project located in Lansdale Borough, Montgomery County.

**6d. PA15-55: US 202, Markley Street Southbound (Section 500), (MPMS #16665), Montgomery County**

PennDOT has requested that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by increasing the project scope and final design (FD) phase of the US 202, Markley Street Southbound (Section 500) project (MPMS #16665) by \$600,000 (\$454,000 State 581 in FY15 and \$146,000 State 581 in FY16).

This scope increase will now include some operational improvements instead of strict road reconstruction by adding an extension of Barbadoes Street, in Norristown, between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts, for the Norristown Transfer Station, at the intersection of Water Street and Main Street. The second part of the scope change is an upgrade to the railroad grade crossings at Main Street and Marshall Street by installing new gates, signals and crossing surfaces and replacing existing traffic signals on Markley Street at the intersections of Main Street, Marshall Street and Elm Street.

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 unanimously adopted the following **motion**:

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

PA15-55, PennDOT's request that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by changing the scope of this project to add extending Barbadoes Street between Lafayette Street and Washington Street, and to add upgrading the railroad grade crossings at Main Street and Marshall Street by installing new gates, signals and crossing surfaces and replacing existing traffic signals on Markley Street at the intersections of Main Street, Marshall Street and Elm Street; also increasing the FD phase by \$600,000 (\$454,000 State 581 in FY15 and \$146,000 State 581 in FY16).

**6e. PA15-56: Willits Road Bridge Over Wooden Bridge Run, (MPMS #69909), City of Philadelphia**

PennDOT has requested that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by federalizing (add federal funds to) the Willits Road Bridge Over Wooden Bridge Run project (MPMS #69909), by replacing \$234,000 State 581 funds with federal STP funds for the utility phase in FY15. In order to establish FHWA as the lead environmental reviewing agency, federal funds must be programmed on the project. There is no cost change to this project.

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components; large open spalls exposing rusted reinforced steel, and cracks with crystalline salt deposits. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay. The project could also include upgrades to the guiderail approaches.

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. PA15-57: PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal), (MPMS #57849), Montgomery County**



PennDOT has requested that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by federalizing (add federal funds to) the PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) project (MPMS #57849), by replacing \$105,000 State 581 funds of the FY15 right-of-way (ROW) phase with \$84,000 federal STU funds and \$21,000 State 581 funds for ROW in FY16. In order to establish FHWA as the lead environmental reviewing agency, federal funds must be programmed on the project. There is no cost change to this project.

This bridge is narrow, constrains traffic and restricts sight distance on Route 29. The bridge would be removed and an overpass will be filled in and connected with a wider road section.

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 unanimously adopted the following **motion**:

**MOTION** by Mr. McBlain, seconded by Mr. Mosca, that the Board approve the following TIP actions:

PA15-56, PennDOT's request that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by federalizing (add federal funds to) the Willits Road Bridge Over Wooden Bridge Run project, by replacing \$234,000 State 581 funds with federal STP funds for the utility phase in FY15.

PA15-57, PennDOT's request that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by federalizing (add federal funds to) the PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) project MPMS #57849, by replacing \$105,000 State 581 funds of the FY15 right-of-way (ROW) phase with \$84,000 federal STU funds and \$21,000 State 581 funds for ROW in FY16.

**6g. PA15-58: PA 29, Langford Run Road (PA3/I-476/Lawrence Rd), (MPMS #104465), Delaware County**

PennDOT has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding a new Transportation Infrastructure and Investment Fund (TIIF) project, Langford Run Road (PA3/I-476/Lawrence Road), for construction in FY15 in the amount

of \$2,961,000 (\$2,000,000 State TIIF/\$961,000 Other – Private Funds). These are additional funds to the region, previously known as Economic Development funds.

This project is for roadway improvements for the planned Langford Run Road development. This project includes: reconfiguring the SB I-476 off-ramp connections with PA 3 by removing the right-turn channelized slip lane and lengthening/repurposing the off-ramp thru lane to be a shared right-thru lane; signaling and reconstructing the PA 3/Langford Run Road intersection by adding a WB left-turn lane (on PA 3) and extending the 3rd EB thru lane (on PA 3); signaling and reconstructing the Lawrence Road/Langford Run Road intersection by adding a left-turn lane on Lawrence Road, and retiming traffic signals and installing an adaptive signal system along PA 3 and Lawrence Road.

The planned Langford Run Road development is on a 66.86 acre parcel in the southwest quadrant of the I-476 and PA 3 (West Chester Pike) interchange in Marple Township. Plans for future development include construction of 173,818 square feet of new retail/commercial space, a 108 room hotel with a restaurant, and 147 new town homes. Plans are being finalized and will include a combination of retail and residential uses. The overall estimated transportation construction cost of this project is \$2,961,000, while the private development investment is estimated at \$121,400,000.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

PA15-58, PennDOT's request that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding a new Transportation Infrastructure and Investment Fund (TIIF) project, Langford Run Road (PA3/I-476/Lawrence Road), for construction in FY15 in the amount of \$2,961,000 (\$2,000,000 State TIIF/\$961,000 Other – Private Funds).

**6h. PA15-59: Large Sign Structure Priority Repairs 1 & 2, (MPMS #105118 & 105382), Region-wide**

PennDOT has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding two new projects, Large Sign Structure Priority Repairs 1 & 2, by programming \$1,146,000 STU/ Toll Credit match for construction in FY15 for MPMS #105118 (Repairs 1) and by programming \$1,254,000 STU/Toll Credit match for construction in FY15 for MPMS #105382 (Repairs 2).

Large Sign Structure Repairs 1 consists of high priority repairs to large sign structures within Bucks County and the City of Philadelphia. Large Sign Structure Repairs 2 consists of high priority repairs to large sign structures within Chester, Delaware, and Montgomery Counties. The high priority maintenance items have been identified through routine inspections. The goal of this project is to repair all outstanding high priority sign structures to preserve public safety. Due to a lack of funding, repairs could not be made utilizing county maintenance funds. The type of work items that are associated with this project include: replace rusted sign clips, repair bent support angles and deteriorated grout pads, close gaps between sign panels, replace missing junction box locks and hand hole screws, replace missing luminaire lenses, bulbs, and shrouds, replace sign connection hardware, remove graffiti and debris at foundations, remove rust and spot paint, replace anchor bolts, correct hole alignments and install bolts, reconnect inspection walkway chains and replace protective netting around base plates, replace missing strut end caps, secure walkway grating supports, replace damaged sections of walkway, replace missing U-bolts, and secure loose wires.

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 unanimously adopted the following **motion**:

**MOTION** by Mr. Mosca, seconded by Ms. Goren, that the Board approve the following TIP action:

PA15-59, PennDOT's request that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by adding two new projects, Large Sign Structure Priority Repairs 1 & 2, by programming \$1,146,000 STU/ Toll Credit match for construction in FY15 for MPMS #105118 (Repairs #1) and by programming \$1,254,000 STU/Toll Credit match for construction in FY15 for MPMS #105382 (Repairs #2).

## **DISCUSSION ITEMS**

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

Ben Cornelius, PATCO, reported that PATCO wrapped up operations from the papal visit and thanked NJ Transit and other partners for their assistance.

Byron Comati, SEPTA, reported that SEPTA did very well during the papal visit though there were a few glitches. SEPTA was very successful in carrying individuals intensively and moving a lot of people in a few hours. The regional rail network did well and moved over 63,000 people in two days. SEPTA learned a lot from the Phillies parade this time

using fewer stations which helped with crowd management. Additionally there were over 700 SEPTA ambassadors to assist. Mr. Comati thanked the counties and municipalities in Pennsylvania and noted that without the police forces and their assistance, SEPTA could not have functioned so effectively.

Calvin Edghill, FHWA NJ, offered his congratulations to everyone involved with the papal visit.

David Kuhn, NJDOT, reported that today is the last day of the federal fiscal year and that NJDOT has done well with federal funds. An additional \$41 million was received and a lot of projects have been advanced. Mr. Kuhn thanked local partners for their assistance. New Jersey has approved the Strategic Highway Safety Plan which was collaboration with many partners and set the stage for how New Jersey wants to spend money for safety.

Jim Mosca, PennDOT, congratulated the region on successfully accommodating individuals for the papal visit. There is a new Pennsylvania transportation projects website which highlights construction projects, information on Act 89 projects and the TIP. PennDOT and the Commonwealth have also updated their websites to make them more user friendly.

Valerie Arkoosh, Montgomery County, thanked everyone for their assistance and coordination during the papal visit. She noted that it was nice to see people meet their counterparts at other agencies. Dr. Arkoosh reported that a 2.75 mile section of Pennypack Trail opened and it is now 5.4 total miles and eventually it will connect to Philadelphia. There is an event tonight called Sustainable Green Parking Lots at 5:00 pm at Arbor Crest in Blue Bell and an event next Tuesday at the new Courts at Spring Mill Station.

Heather Simmons, Gloucester County, reported that Rick Westergaard, former county Planning Director, has retired. Ms. Simmons thanked Mr. Westergaard for his service.

David Ward, Chester County, reported that the county has hired Brian O'Leary as the new Executive Director of Planning and Mr. O'Leary starts on Monday.

John McBlain, Delaware County, congratulated the region on the success of the papal visit. In about two weeks the county will release a new reuse study on the Delaware River Waterfront industrial areas. This report will help to identify existing and new industries that could use the natural gas products that will be brought there.

Jeffrey Wilkerson, City of Trenton, reported that the city is releasing an Issues and Opportunities report as part of the cities' long-range comprehensive master planning process. This provides consensus for the community on the issues that it faces and the opportunities available. The document will be available online for comment.

Denise Goren, City of Philadelphia, congratulated everyone on a successful papal visit. Bike share did very well and over 5,000 rides were taken on Sunday alone.

Aliyah Furman, PA DCED, introduced herself to the Board and noted that she looks forward to working collaboratively.

Executive Director Barry Seymour noted that he heard from William Payne, Planning Director for the City of Chester, that he is retiring today.

Chair Mayor Dana Redd reported that Camden had a big week last week and will be receiving \$800 million for new development from Liberty Property Trust. The construction on the waterfront will add an additional 1.7 million square feet to the waterfront of mixed use development. Ms. Redd noted that the papal visit went very smoothly for Camden and seeing the Ben Franklin Bridge used by pedestrians and bicyclists was wonderful.

### **Presentation Item**

#### **8. Gloucester County Master Plan: Visioning Engagement Process**

Emily Costello, DVRPC Senior Planner, Office of Smart Growth, and Heather Simmons, Gloucester County Freeholder, explained that DVRPC is working with Gloucester County to update its master plan. During the first phase of the project (FY2015), the project team conducted extensive public outreach through a campaign called “gc2040: Let’s Talk!” This input, along with that received during over 50 stakeholder meetings, was the basis for the community vision document (gc2040: People, Place, Prosperity). This vision will guide future updates to all elements of the master plan, beginning with the Unified Land Use and Transportation Element during FY2016.

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

##### **a. FY17 Work Program Development**

Mr. Seymour reported that he has met with several counties to discuss work program priorities, ideas, and concerns. Work program proposals are due by October 16. On October 22, following the Board meeting (1:00 pm-3:00 pm), there will be a Work Program Workshop to discuss and review proposals received.

##### **b. DVRPC Staff Retreat**

Mr. Seymour called the Board’s attention to DVRPC’s Staff Retreat which took place on September 18. DVRPC conducted team building and shared values

exercises. These collective exercises helped to articulate the values of DVRPC. Once they have been fleshed out they will be shared with the Board.

c. DVRPC 50<sup>th</sup> Anniversary Celebration

Mr. Seymour reported that the DVRPC 50<sup>th</sup> Anniversary Celebration will be taking place on December 9 at the Hilton, Penn's Landing. The Board meeting will begin at 4:00 pm and will be followed by dinner and awards. This year DVRPC will give awards for the best regional projects over the last 50 years in each of the nine counties. Mr. Seymour noted that there is sponsorship information and sponsorship forms in the Board folders.

d. Board Committee Assignments for FY2016

Mr. Seymour called the Board's attention to the committee assignments and the fact that the entire Board is part of most committees except for the Ethics Committee which has a defined membership. The seven members are recognized on the memo in your Board packet.

e. New Report Releases

Mr. Seymour reported that DVRPC has recently released some new reports including: (1) Regional Data Bulletin: Population Estimates, 2010-2014, DVRPC's 28-County Extended Data Service Area (2) Access Management (3) Commodity Profile Series #1: Crude Oil in the Delaware Valley (4) Data Snapshot Series 2: Regional Economics, No. 3: Life Science and Health Care (5) Planning Matters: Be Part of the Regional Conversation

f. CEDS Annual Update

Mr. Seymour noted that the CEDS Annual Update will be going to the EDA today for their review. There are roughly 180 projects totaling \$8 billion in the CEDS.

g. Newtown Square Trail Funding

Mr. Seymour called the Board's attention to the fact that Newtown Square Trail project has asked for additional funding for the trail to go from a crushed stone base to a pavement base.

h. Pennsylvania Turnpike's All Electronic Tolling System

Mr. Seymour reported that at the next Board meeting there would be a presentation about Pennsylvania Turnpike's new all electronic tolling system.

## **10. Committee Reports**

The following committee reports were distributed to the Board for review:

- (1) Regional Technical Committee
- (2) Information Resources Exchange Group
- (3) Regional Aviation Committee
- (4) Central Jersey Transportation Forum
- (5) Public Participation 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 12:09 p.m. on a **MOTION** by Mr. Levecchia, seconded by Ms. Simmons.

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) 238-2871 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