

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of January 26, 2017

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

**Membership Present**

**Representative**

New Jersey Department of Community Affairs	Sean Thompson
New Jersey Department of Transportation	David Kuhn
New Jersey Governor's Appointee	Thomas Huth
Pennsylvania Department of Transportation	James Ritzman
	James Mosca
Pennsylvania Governor's Appointee	(not represented)
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Lynn Bush
Chester County	Brian O'Leary
Delaware County	John McBlain
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Camden County	Lou Cappelli
	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
City of Camden	June Morton
City of Trenton	(not represented)

**Non-Voting Members**

Federal Highway Administration New Jersey Division	Calvin Edghill
Pennsylvania Division	Daniel Walston
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	(not represented)
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)

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

Barbara Holcomb  
Rohan K. Hepkins  
(not represented)

Aliyah Furman

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

Andy Bockis  
Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Alison Hastings, Elizabeth  
Schoonmaker, Mike Boyer, Kwan Hui, Rick Murphy, Greg Krykewycz, Taghi  
Ozbeki, Karin Morris, Shoshana Akins, Ken Peters, John Griffies, Alison  
Hastings, Amy Bernknopf, Chris King, Joe Fazekas, Matt Gates, Shawn Megill-  
Legendre, Jesse Buerk, Dave Anderson, Betsy Mastaglio, Ted Dahlburg, Karen  
Cilurso, Elise Turner, Mary Bell, and Renee Wise.

Guests

PennDOT 6-0  
City of Philadelphia  
Pennoni Associates  
Greenman Pederson  
WSP/Parsons Brinckerhoff  
Gilmore and Associates  
Residents for Regional Traffic Solutions

Jonathan Korus  
Michelle Webb  
Donald Shanis  
Joe Orth  
Marilyn Fox  
Rich Avicolti  
Sue Herman

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

Chair Valerie Arkoosh 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 stated.

**Action Items**

**1. Minutes of Meeting of December 7, 2016**

The Board adopted the following **motion**:

**MOTION** by Mr. Kuhn, seconded by Ms. Morton, to approve the minutes of December 7, 2016.

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

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

**2a. PA17-12: Milford Square Pike Bridge (CB #252) over Unami Creek Rehabilitation, (MPMS #13376), Bucks County**

Bucks County has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new local bridge project for retroactive reimbursement, MPMS #13376 - Milford Square Pike Bridge (CB #252) over Unami Creek Rehabilitation (Act 13 Bridge), to the TIP for PE (\$41,000), FD (\$34,000), and CON (\$522,000) in FY17 using Bucks County's Act 13 allocation from 2016. These are additional funds to the region.

The structure is located in Milford Township, Bucks County. It was built in 1924 and was closed to traffic in May, 2014 due to severe undermining of one of the abutments, including numerous areas of cracking and spalling. The purpose of the project was to rehabilitate the bridge to prolong its useful life and remove the structural deficient (SD) status of the structure. The scope included concrete repairs to the abutments, wingwalls, pier, and beam encasement, installation of scour/undermining countermeasures, and installation of standard safety features, including approach and transition guiderails, striping, and signage. This work has been completed and the SD status has been removed as a result.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA17-12, Bucks County's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new local bridge project for retroactive reimbursement, MPMS #13376 - Milford Square Pike Bridge (CB #252) over Unami Creek Rehabilitation (Act 13 Bridge), to the TIP for PE (\$41,000), FD (\$34,000), and CON (\$522,000) in FY17 using Bucks County's Act 13 allocation from 2016. These are additional funds to the region.

**2b. PA17-13: Balligomingo Road Restoration, (MPMS #107697), Montgomery County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$2,175,000 project, Balligomingo Road Restoration, MPMS #107697, to the TIP for PE (\$200,000 STU/\$50,000 STATE 581) and CON (\$1,925,000 STU/Toll Credit Match) in FY17.

In June of 2015, heavy rains resulted in failure of the slope adjacent to Balligomingo Road (SR 3037) between Portland Road and the I-476 overpass. This resulted in the closure of Balligomingo Road to through traffic as debris and mud washed onto the roadway. Due to concerns over the stability of the slope, the road remains closed. This project will stabilize the slope adjacent to the roadway and will allow the roadway to be reopened. The CON phase will include development of the final design and construction of a retaining wall, slope stabilization measures, and drainage improvements.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-13, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$2,175,000 project, Balligomingo Road Restoration, MPMS #107697, to the TIP for PE (\$200,000 STU/\$50,000 STATE 581) and CON (\$1,925,000 STU/Toll Credit Match) in FY17.

**2c. PA17-14: US 202 over Amtrak, (MPMS #95366), Chester County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding the US 202 over Amtrak project, MPMS #95366, back into the TIP in the total amount of \$15,263,000 (\$7,435,000 SXF/\$7,828,000 NHPP) for CON in FY17.

Funds for this project were obligated for construction under the previous FY2015 – 2018 TIP for Pennsylvania in the amount of \$13,745,000 with an advance construct amount of \$7,450,000. The current request is to add the construction phase back into the TIP for \$15,263,000 to cover a low bid cost increase (\$7,828,000 NHPP) and the full amount of the advance construct conversion (\$7,435,000 SXF). \$15,000 of the total \$7,450,000 conversion funds will be covered as part of the \$7,828,000 NHPP increase being requested. This project was one of four that received the majority of unobligated earmark balances repurposed in summer 2016. The total construction estimate for the project is \$26,370,600.

The US 202 over Amtrak project involves the rehabilitation of the US 202 bridges spanning Amtrak located just south of the US 202/US 30 Exton Bypass Interchange in West Whiteland Township. The proposed work consists of full deck replacement including new expansion joints, parapets, scuppers, downspouts, and approach guide rail transitions. Additional work includes new approach slabs; painting steel girders, as needed; repair of pier caps (Piers 3 and 5) and abutment stems (far abutment), as

needed; and steel girder retrofits and/or strengthening details, localized re-grading, replacement of the slope wall in front of the near abutment, and replacement of the existing concrete crib wall along Dunwoody Drive. Also included in this project is the relocation of a section of fiber optic cable and the replacement of four existing DMS (panels only) to be functionally consistent with other LED signs along the corridor. This project is a breakout of US 202, Section 320 and 330 (MPMS #64494).

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

Favorable recommendation was received by the Regional Technical Committee.

**2d. PA17-15: Passyunk Avenue Drawbridge, (MPMS #62694), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding the Passyunk Avenue Drawbridge project, (MPMS #62694), back into the TIP in the total amount of \$5,843,000 (SXF) for CON in FY17. The total construction estimate for the project is \$33,527,500. The \$5,843,000 SXF earmark funds were not authorized in FY16, so the project must be added back into the current program in order to advance to construction.

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans.

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

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-14, PennDOT’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding the US 202 over Amtrak project, MPMS #95366, back into the TIP in the total amount of \$15,263,000 (\$7,435,000 SXF/ \$7,828,000 NHPP) for CON in FY17.

PA17-15, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding the Passyunk Avenue Drawbridge project, (MPMS #62694), back into the TIP in the total amount of \$5,843,000 (SXF) for CON in FY17.

**2e. PA17-16: PA 100 Corridor Safety Improvements, (MPMS #80042),  
Chester County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by drawing funds from the Regional Safety Initiatives Line Item, MPMS #57927, to advance the PA 100 Corridor Safety Improvements project, MPMS #80042, in the amount of \$5,000,000 (HSIP) for CON in FY17 and an incidental UTL phase in the amount of \$100,000 (HSIP) in FY17.

This project was included in the FY2015 – 2018 TIP for Pennsylvania and is one of several safety projects that were selected to be funded through the Regional Safety Initiatives Line Item. Funding for these projects is drawn down at the appropriate time, when a project is ready to move forward.

The PA 100 Corridor Safety Improvements project includes a series of necessary safety improvements identified by the DVRPC PA 100 Corridor Safety Study in five townships of Chester County. The goal of the improvements is to help reduce the incidents of speeding and the number of crashes along the corridor. Improvements including a police pull out, climbing lane, and Dynamic Message Signs are planned to slow motorists down in order to reduce the number of "hit fixed objects" crashes that occur within this corridor. In addition, intersection improvements at PA 100 and PA 23 have been designed to reduce the number of angle and rear-end crashes that occur at this location, especially due to factors such as PM peak hour traffic congestion and intersection geometry.

Financial constraint will be maintained as these funds are drawn from the Regional Safety Initiatives (HSIP) Line Item, (MPMS #57927).

Favorable recommendation was received by the Regional Technical Committee.

**2f. PA17-17: PA 926 Bridge over Brandywine Creek, (MPMS #14327),  
Chester County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by reducing the CON funding for the PA 926 Bridge over Brandywine Creek project, MPMS #14327 in the total amount of \$7,499,000 (FY17: \$5,181,000 State 581; FY18 \$2,318,000 State 581) to reflect savings from lower than expected bids. The project was let in November 2016. The reduction of funds is the result of low bid savings and does not represent a reduction in the project's scope.

This project will address the currently failing structure, which has been posted, by replacing the bridge and improving the roadway approaches. The project also includes a structure over Radley Run.

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

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-16, PennDOT’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by drawing funds from the Regional Safety Initiatives Line Item, MPMS #57927, to advance the PA 100 Corridor Safety Improvements project, MPMS #80042, in the amount of \$5,000,000 (HSIP) for CON in FY17 and an incidental UTL phase in the amount of \$100,000 (HSIP) in FY17.

PA17-17, PennDOT’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by reducing the CON funding for the PA 926 Bridge over Brandywine Creek project, MPMS #14327 in the total amount of \$7,499,000 (FY17: \$5,181,000 State 581; FY18 \$2,318,000 State 581) to reflect savings from lower than expected bids.

**2g. PA17-18: Barbadoes Street Connector Road, (MPMS #106068),  
Montgomery County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by breaking out a CON phase for the Barbadoes Street Connector Road project, (MPMS #106068), in the total amount of \$6,706,000 (\$5,364,800 NHPP/\$1,341,200 STATE 581) for CON in FY17. Design of the Barbadoes Street Connector Road was completed under the US 202, Markley Street Southbound (Section 500) project, MPMS #16665. A new MPMS # (106068) is being established for the construction phase.

A new, approximately 220-foot local road will be constructed as an extension of Barbadoes Street, between Lafayette Street and Washington Street. Currently, the only way to access Washington Street is from Water Street via the intersection with Main Street, located approximately 800 feet west of Barbadoes Street. As part of the US 202, Section 510, Markley Street improvement project, the westbound left-turn lane on Main Street at Water Street will be eliminated and left-turns will be prohibited in order to improve safety at the intersection as well as the railroad grade crossing on Main Street just east of Water Street. The new connector road will provide an eastern access to Washington Street to mitigate the elimination of the left-turn lane on Main Street. The proposed road will provide two 15-foot curbed lanes, one in each direction, which will accommodate bicycle usage. A sidewalk is proposed on the east side of the road to provide pedestrian access between the Schuylkill River Trail and the Lafayette Street

sidewalk. New sidewalk will be provided in the adjacent parking lot to accommodate pedestrian access to the sidewalk on Lafayette 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 by the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-18, PennDOT’s request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by breaking out a CON phase for the Barbadoes Street Connector Road project, (MPMS #106068), in the total amount of \$6,706,000 (\$5,364,800 NHPP/\$1,341,200 STATE 581) for CON in FY17.

**2h. NJ16-076: Route 130, Bridge over Big Timber Creek, (DB #14426), Camden and Gloucester Counties**

NJDOT has requested that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a Study and Development project, Route 130, Bridge over Big Timber Creek, DB #14426, to the TIP, in the total amount of \$31,600,000 (\$1,800,000 NHPP/\$29,800,000 STATE) and by programming the following phases accordingly: \$1,800,000 NHPP funded PE in FY17, \$3,000,000 STATE funded DES in FY18, \$800,000 STATE funded ROW in FY19, and \$26,000,000 STATE funded CON in FY21. This project was programmed in the Study and Development Program in FY16 and is now ready to “graduate” and advance to PE. This project is very closely tied with the adjacent Route 47, Bridge over Big Timber Creek (DB #11371). The decision has been made to federally fund PE, and to STATE fund DES, ROW, and CON, mirroring the programming for the adjacent Route 47 project.

The purpose of this project is to improve the existing drainage and improve the structurally deficient and functionally obsolete characteristics of the structure by replacing it. Big Timber Creek, a tributary to the Delaware River, is a tidal waterway that frequently floods the surrounding neighborhood and often causes roadway closures, compromising safety and disrupting traffic flow. In addition to the bridge replacement and drainage improvements, other proposed improvements include curb replacement, intersection upgrades for ADA compliance, replacement of substandard guide rail, signing/stripping improvements, and new sidewalk.

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

Favorable recommendation was received by the Regional Technical Committee.

**2i. NJ16-077: Route 47, Bridge over Big Timber Creek, (DB #11371), Camden and Gloucester Counties**

NJDOT has requested that DVRPC amend the FY2016 – 2019 TIP for New Jersey by federalizing the project by adding a \$1,900,000 NHPP funded PE phase in FY17. This action would also update the project title from "Route 47/130, Drainage & Big Timber Creek Bridge Replacement" to "Route 47, Bridge over Big Timber Creek." DES, ROW, and CON costs and schedule will not change. The project is currently all STATE funded in the TIP, but PE was never programmed. The decision has been made to federally fund PE, therefore an amendment is required to approve this action. This project is very closely tied with the adjacent Route 130, Bridge over Big Timber Creek (DB #14426) project.

This project will address drainage issues and provide for the replacement of the functionally obsolete and fracture critical Route 47 Bridge over Big Timber Creek. Big Timber Creek is a tidal waterway that frequently floods the surrounding neighborhood, causing roadway closures which compromise safety and disrupt traffic flow. Deficiencies in sidewalk, curbing, curb ramps, guiderail, and pedestrian facilities will also be addressed as part of the project. The project description will be updated to reflect any adjustments to the scope of work.

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.

Executive Director Barry Seymour asked if the two projects were planned for the same time period. Ms. Schoonmaker responded that the construction year listed was probably just a placeholder until more information is obtained.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ16-076, NJDOT's request that DVRPC modify the FY2016 - 2019 TIP for New Jersey by adding a Study and Development project, Route 130, Bridge over Big Timber Creek, DB #14426, to the TIP, in the total amount of \$31,600,000 (\$1,800,000 NHPP/\$29,800,000 STATE) and by programming the following phases accordingly: \$1,800,000 NHPP funded PE in FY17, \$3,000,000 STATE funded DES in FY18, \$800,000 STATE funded ROW in FY19, and \$26,000,000 STATE funded CON in FY21.

NJ16-077, NJDOT's request that DVRPC modify the FY2016 - 2019 TIP for New Jersey by federalizing the project by adding a \$1,900,000 NHFP funded PE phase in FY17. This action would also update the project title from "Route 47/130, Drainage & Big Timber Creek Bridge Replacement" to "Route 47, Bridge over Big Timber Creek."

**2j. NJ16-078: Penns Grove Secondary Siding Installation, (DB #17378), Gloucester County**

NJDOT has requested that DVRPC amend the FY2016 - 2019 S/TIP for New Jersey by adding a new project, Penns Grove Secondary Siding Installation, DB #17378, to the S/TIP, in the total amount of \$1,949,000 (\$1,560,000 NHFP-Rail/\$389,000 Local - Conrail) for CON in FY17. These are additional freight funds to the region from the FAST Act.

The project involves the construction of a new railroad siding within the existing Pennsylvania Grove Secondary (Penns Grove Secondary) railroad right-of-way, located in the Borough of Paulsboro and the Township of Greenwich, Gloucester County, New Jersey. Approximately 4,800 feet of additional siding track will be constructed west of the turnoff to the Port of Paulsboro. The new track will facilitate movement into and out of the recently improved Port of Paulsboro and reduce idling and occupation of the Penns Grove mainline during port entry/exit maneuvers. Presently, the only access to the Port is oriented to receive southbound trains and northbound reverse trips. Trains traveling northbound must pass the Port and reverse in. The reverse move is also required for southbound trips originating from the port. The reversing movements occupy the mainline, interfering with the movement of through trains and blocking access to the rail-served refinery south of the Port of Paulsboro. The siding would enable trains to perform the reverse move without occupying the through track. Construction activities for the new rail siding will include adding new ballast stone and base re-grading prior to the installation of new ties and rail.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ16-078, NJDOT's request that DVRPC amend the FY2016 - 2019 S/TIP for New Jersey by adding a new project, Penns Grove Secondary Siding Installation, DB #17378, to the S/TIP, in the total amount of \$1,949,000 (\$1,560,000 NHFP-Rail/\$389,000 Local - Conrail) for CON in FY17. These are additional freight funds to the region from the FAST Act.

**2k. NJ16-083: DVRPC Pavement Preservation Line Item, (DB #X51A),  
Various Counties**

NJDOT has requested that DVRPC amend the FY2016 – 2019 TIP for New Jersey by adding a new \$16,111,000 NHPP funded project, DVRPC Pavement Preservation Line Item, (DB# X51A), to the TIP for Engineering/Construction (EC) in FY17.

This program will allow NJDOT to accomplish eligible federal pavement preservation activities in the DVRPC region on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements. This project is currently anticipated to be only for FFY 2017, due to the volume of FFY 2017 Pavement Preservation Contracts in the DVRPC region.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ16-083, NJDOT's request that DVRPC modify the FY2016 - 2019 TIP for New Jersey by adding a new \$16,111,000 NHPP funded project, DVRPC Pavement Preservation Line Item, (DB# X51A), to the TIP for Engineering/Construction (EC) in FY17.

**3. DVRPC FY17 Work Program Amendments:**

**a. Broad Street Subway Extension Supplement**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that this project will provide ridership forecasts that will be used to examine the potential for high quality transit service to the Philadelphia Navy Yard. A 2013 Base Year model and a 2040 Future Year model will be developed, so that the analysis will be compliant with the Federal Transit Administration "New Starts" program. Initially, ridership forecasts were to be prepared for a No-Build and three Build (rail) alternatives. In response to requests by project team members and stakeholders, this work program supplement funds the analysis of three additional Build (bus) alternatives. Funding will come from \$29,000 in State Program 170, Transit Administration and Oversight Funds.

Lou Millan, NJ Transit, asked how high quality was defined for this project. Mr. Gates responded that this was defined broadly so as not to be limiting. Councilman Squilla asked how alternatives will be selected. Mr. Gates responded that PennDOT, SEPTA, and PIDC are currently exploring the alternatives.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Squilla, seconded by Mr. McBlain, that the Board amend:

The DVRPC FY17 Work Program to include the “Broad Street Subway Extension Supplement.”

**b. Installation and Operation of an Additional Permanent Bicycle and Pedestrian Counter on the Bartram’s Mile Trail**

Shawn Megill-Legendre, DVRPC Senior Research Analyst, Office of Energy and Climate Change Initiatives, explained that DVRPC currently operates a network of 15 permanent bicycle and pedestrian counters on Circuit Trails throughout the Greater Philadelphia region. These counters provide data on use by mode (people on bicycles vs. people on foot) and by direction on an ongoing basis. In addition to providing data on use at 15 specific locations the permanent counters allow DVRPC to develop regionally-specific seasonal adjustment factors which can be applied to short term counts in order to estimate Annual Average Daily Bicycles and Annual Average Daily Pedestrians. Acquisition and portion of maintenance and operations costs have been supported by grants from the William Penn Foundation and the Pennsylvania Environmental Council. The Schuylkill River Development Corporation (SRDC) approached DVRPC with an offer of funding to support acquisition, installation, and three years of operational costs for an additional permanent bicycle and pedestrian counter to be located on the north segment of the Bartram’s Mile Trail, part of the Schuylkill River Trail, in the City of Philadelphia. SRDC’s grant will cover equipment and labor costs for three years. Work program tasks will include the acquisition of one additional permanent bicycle and pedestrian counters and its installation, operation, and maintenance. Funding in the amount of \$8,145 will be provided by the Schuylkill River Development Corporation.

Executive Director Barry Seymour noted that DVRPC has been very fortunate to receive grants from the William Penn Foundation for these counters. These grants will not last forever and when they run out a decision may need to be made regarding the future of the bicycle and pedestrian counters.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Ms. Floyd, seconded by Mr. Squilla, that the Board amend:

The DVRPC FY17 Work Program to include “Installation and Operation of an Additional Permanent Bicycle and Pedestrian Counter on the Bartram’s Mile Trail.”

**3c. Automatic Video Vehicle Classification Application**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that in collaboration with PennDOT, DVRPC will develop a software program that uses video recognition technology to determine a vehicle’s number of axles and their spacing. This program will automate the classification of vehicles in DVRPC’s video traffic counts, eliminating the manual effort that is now required. The software will be owned by PennDOT and may also be used by other MPOs and agencies throughout the state. Funding will be \$106,300 in PennDOT Central Office Program Funds.

One public comment was received from Bryan Quigley asking that DVRPC develop free and open source software that encourages contributions. Additionally he asked that DVRPC create a written plan for the software’s uses and evolution over the next five years. Executive Director Barry Seymour noted that because DVRPC is developing this software for PennDOT, PennDOT plans to make it available to other MPOs but the program itself will not be open to all.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Thompson, seconded by Ms. Bush, that the Board amend:

The DVRPC FY17 Work Program to include “automatic video vehicle classification application.”

**3d. Regional Transit Priority Setting — Scoping and Concept Development (Task 1)**

Greg Krykewycz, DVRPC Associate Director, Transportation, explained that additional transit planning funding from PennDOT will allow DVRPC staff to begin this multi-year effort during FY2017. This project will include a comprehensive “fresh look” service gap analysis that can inform regional public transit improvements in the DVRPC region, including the development of new planning and forecasting tools. This work will support the Southeastern Pennsylvania Transportation Authority’s development of a Comprehensive Long Range Plan; inform regional priority-setting in New Jersey, and support future DVRPC transit planning work and development of the next regional Long Range Plan.

It is anticipated that this project will begin a continuing sequence of work, with subsequent tasks being developed collaboratively with regional partners to support ongoing and future planning activities. Task 1 will include exploratory concept development to consider and storyboard new transit forecasting tools that would be used to support subsequent work tasks, as well as additional work to set the stage for later project engagement and coordination. Funding will be \$125,000 FTA funds through PennDOT.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. O’Leary, seconded by Ms. Bush, that the Board amend:

The DVRPC FY17 Work Program to include “Regional Transit Priority Setting — Scoping and Concept Development (Task 1).”

### **3e. Cobbs Creek Parkway Corridor Study**

Karin Morris, DVRPC Associate Director, Planning, explained that during the Lower Southwest District Plan process, the Cobbs Creek Parkway was identified as problematic due to its speeding traffic, complex intersections, high rates of pedestrian and vehicular crashes, and high rates of pedestrian activity by nearby vulnerable populations. As a state highway, traffic calming along Cobbs Creek Parkway is also a challenge.

A study would provide an opportunity to examine intersections that link the Parkway with Lower Southwest neighborhoods, particularly with traffic calming and pedestrian safety measures, transit connections, and stormwater management potential. A preliminary review of the area identified the greatest opportunities and needs to be in the vicinity of 67th Street/Chester Avenue-Cobbs Creek Parkway, and 70th Street/Larry Street-Cobbs Creek Parkway. The Philadelphia Water Department has identified these intersections as areas of opportunity for stormwater infrastructure upgrades. A more coordinated street configuration and transit improvements could greatly reduce conflicts. Opportunities for coordination also exist at the intersection of Woodland Avenue and Cobbs Creek Parkway through Route 11 trolley modernization. Funding is \$125,000 in PA FHWA funds.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Squilla, seconded by Mr. McBlain, that the Board amend:

The DVRPC FY17 Work Program to include “Cobbs Creek Parkway Corridor Study.”

### **3f. Enhancing Travel and Tourism Infrastructure**

Karen Cilurso, DVRPC Manager, Community Revitalization, explained that the Fixing America's Surface Transportation Act (FAST Act) of 2015 includes a new planning factor (450.306(b) (9&10)) for metropolitan planning organizations to "enhance travel and tourism." A component of the FAST Act is the creation of the National Advisory Committee ("the Committee") on Travel and Tourism Infrastructure that will provide information, advice, and recommendations to the Secretary of Transportation on matters relating to the role of intermodal transportation in facilitating mobility with respect to travel and tourism activities. The FAST Act requires the Secretary of Transportation, in consultation with the Committee, State departments of transportation, and other appropriate public and private transportation stakeholders, to develop a national travel and tourism infrastructure strategic plan that will: assess the condition and performance of our national transportation network with respect to travel and tourism; identify issues that create congestion and barriers to travel and tourism; forecast travel and tourism volume for the following 20 years; assess our statutes, regulations, technologies, and other barriers to improved long-haul travel performance for travelers and tourists; identify best practices for improving transportation performance for travelers and tourists; and identify strategies to improve multimodal connectivity for travelers and tourists.

With guidance from the National Advisory Committee, DVRPC will promote information sharing between the private and public sectors on transportation issues impacting travel and tourism within the Greater Philadelphia region through various efforts. Staff will convene travel and tourism identified stakeholders in the region to determine their needs in regard to transportation, accessibility, and necessary land use changes. This group will serve as an advisory committee to DVRPC staff regarding travel and tourism transportation-related enhancements. Possible tasks include: update of the 1997 DVRPC study, *How Do We Get There-Improving Mobility for Tourists and Visitors*, with updated data, new tourist destinations, and an increased emphasis on multimodal access. The analysis could also include a review of the current TIP and Long Range Plan to identify accessibility to currently funded projects. Other activities that may be included as part of the study or as separate efforts include developing a tourism GIS database; offering technical assistance (potentially for a fee) to tourist sites such as license plate surveys, crash analyses, shared parking or wayfinding recommendations; analyzing access to emerging tourist destinations such as wineries, distilleries, and other agritourism points of interest; analyzing PHLASH service and possible route extensions into neighborhood commercial districts; analyzing intercity bus travel; or factoring access to tourist destinations into the screening of TIP projects, among other ideas. Work in the New Jersey portion of the region will be carried out under the Economic Analysis & Coordination (18-34-070) program area. Funding will be \$125,000 in PA FHWA funds.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. McBlain, seconded by Mr. Squilla, that the Board amend:

The DVRPC FY17 Work Program to include “Enhancing Travel and Tourism Infrastructure.”

**3g. Lane Reconfiguration Feasibility Study for Vine Street (Local)**

David Anderson, DVRPC Manager, Office of Transportation and Corridor Studies, explained that this project will study the Lane Reconfiguration of Vine Street (Local). The Vine Street Expressway, or I-676, is a 6-lane sunken federal interstate highway flanked by service roads and abutting properties and is located in Center City, Philadelphia County, Pennsylvania. In total, the Vine Street Expressway and its service roads encompass 13 lanes of fast moving traffic, which afflict and bifurcate many communities along its entire length.

This division has created years of challenges, including the separation of institutions from residents, chronic vacancy and blighted surface lots fronting the Vine Street local lanes, difficult pedestrian crossings, and a growing concern of local air pollution in residential and business communities near this transportation facility. In July 2016, the City of Philadelphia participated in the USDOT Every Place Counts Design Challenge, where community members, city, state, and federal agencies, local organizations, and design experts discussed opportunities for improving conditions along and around I-676. This effort will look at calming Vine Street’s local roads by specifically examining reconfiguration of Vine Street local from 5th Street to Broad Street on the north side of the I-676 Expressway cut.

This project is being undertaken as a two year effort. Year one (FY’17) will be devoted to data collection along the corridor. Specifically, traffic counts (average daily traffic counts, turning movement counts, and pedestrian counts) will be taken at all intersections along the corridor as inputs to a traffic simulation model. Year two (FY’18) will include detailed field observations, including a pedestrian safety audit if necessary, concept development for lane reconfiguration scenarios, and traffic operational modeling of each identified scenario in the AM and PM peak, to assess peak hour traffic conditions and needs both in an existing condition as well as a lane reconfiguration scenario. In addition to a road diet, an assessment will be made of other appropriate traffic calming measures for the area based on recent crash statistics, pedestrian and bicycle counts, adjacent land use, and recommendations from prior studies, including the Every Place Counts design challenge. Measures to be explored may include curb extensions, bicycle facilities, streetscape improvements, signal timing and phasing changes, and on-street parking. The effectiveness of these measures will be explored, and their applicability for each sub-area (block or blocks) documented. Additionally, measures to improve pedestrian safety will be analyzed by identifying improvements to facilities such as crosswalks, sidewalks, and lighting. Funding for this project will be via Supplemental FHWA funds from PennDOT, with additional funding through the Corridor Planning program area (18-52-030).

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Squilla, seconded by Ms. Morton, that the Board amend: The DVRPC FY17 Work Program to include “Lane Reconfiguration Feasibility Study for Vine Street (Local).

**4. Adoption of DVRPC Fiscal Year 2018 Unified Planning Work Program**

John Ward, DVRPC Deputy Executive Director, explained that the Fiscal Year 2018 Unified Planning Work Program (UPWP) consists of: (1) DVRPC’s Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board’s Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

To support certain projects the Board has selected for the DVRPC FY2018 UPWP, the attached TIP Actions will need to be made to the FY2016 TIP for New Jersey and the FY2017 TIP for Pennsylvania. The source of funds for projects in New Jersey and Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

**TIP Action NJ16-084: FY2018 UPWP Projects Funded by NJ FY2016 TIP Funds**

-Enhance and Maintain Travel Forecasting Tools (Increase) (Update Project Title and Description; formerly Update Travel Simulation Model) (#X30A) (\$185,600 Federal)	\$93,600
-Transportation Systems Management and Operations (TSMO) (Decrease) (Update Project Title and Description; formerly RIMIS) (#01300) (\$233,375 Federal)	(\$625)
-Regional Sidewalk Inventory, Phase 1 (Add New Project to the TIP) (#TBD) (\$100,000 Federal)	\$100,000
<b>Total</b>	<b>\$192,975</b>
Federal	\$192,975
State	\$0
Local	\$0

**TIP Action PA17-20: FY2018 UPWP Projects Funded by PA FY2017 TIP Funds**

-TAP Project Engineering and Management - DVRPC (Increase) (#66460) (\$520,000 Federal/\$130,000 State)	\$40,000
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-Transportation Systems Management and Operations (TSMO) (Decrease) (Update Project Title and Description; formerly RIMIS) (#72738) (\$560,000 Federal/\$140,000 State)	(\$125)
-Enhance and Maintain Travel Forecasting Tools (Increase) (Update Project Title and Description; formerly Update Travel Simulation Model) (#86077) (\$454,400 Federal)	\$170,400
-Regional Sidewalk Inventory, Phase 1 (Add New Project to the TIP) (#TBD) (\$392,000 Federal)	\$392,000
-Route 202 – Section 200 Concept of Operations Plan, Phase 1 (Add New Project to the TIP) (#TBD) (\$100,000 Federal)	\$100,000
-Local Asset Data Collection – Southeast PA (Add New Project to the TIP) (#TBD) (\$100,000 Federal)	\$100,000
-I-95 Planning Assistance (Shift Funds from FY18 to FY17) (#106708) (\$124,000 Federal/\$31,000 State)	\$155,000
-Local Modeling of Proposed New PA Turnpike Interchanges, Phase 1 (Add New Project to the TIP) (#TBD) (\$240,000 Federal)	\$240,000
<b>Total</b>	<b>\$1,197,525</b>
Federal	\$1,158,500
State	\$39,025
Local	\$0

Note that “TBD” is a DOT Project ID that is “To Be Determined.”

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

The FY 2018 DVRPC Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by adopting Resolution No. B-FY17-004. Further, approve the actions to amend or modify the FY2016 TIP for New Jersey and the FY2017 TIP for Pennsylvania as required.

**DISCUSSION ITEMS**

**5. One Minute Reports**

Aliyah Furman, PA DCED, reported that applications for Act 13 funds are open now. This includes the greenway trails program and six other programs. The closing date for these applications is May 31. Executive Director Barry Seymour noted that in December the multimodal projects were approved and a listing of the projects is in the Board packets.

Michelle Webb, City of Philadelphia, reported that Mayor Kenney created a Vision Zero Task Force and the Office of Complete Streets. Kelley Yemen has been appointed as the Complete Streets Director. The US DOT held the Everyplace Counts Design Challenge in Philadelphia for two day community visioning sessions July 14 and 15 looking at the Vine Street Expressway.

Lynn Bush, Bucks County, reported that a TCDI study in the county will be implemented soon and the developers are starting on the work. It is good to see TCDI projects moving forward in the county.

Lou Cappelli, Camden County, reported that engineering work will be starting on Haddon Avenue and will address issues like traffic calming and infrastructure.

Valerie Arkoosh, Montgomery County, reported that Montgomery County appointed Ken Lawrence as County Commissioner following former Commissioner Shapiro's election as Attorney General.

Dave Kuhn, NJDOT, reported that NJDOT is working to develop a capital program and STIP and they will be released in March. There will be an increase to the county aid program and it will go from \$78 million to \$150 million. Additionally the freight program is getting additional funding. NJDOT is looking at the cost of the Trust Fund shut down and will be working with the counties to see if there may be opportunities for reimbursement.

Jim Ritzman, PennDOT, reported that Secretary Richards will be here at the Board meeting next month to talk about PennDOT Connects. The program is intended to ensure that community needs are incorporated into projects. Additionally the list of statewide TAP projects is in the Board packet.

Dan Walston, FHWA PA, reported that Butch Waidelich, Jr. is stepping in as Acting Administrator. There may be changes to performance measures on bridge and pavement, highway and freight, air quality, and more. Some webinars about these measures were cancelled but stay tuned for rescheduled dates and times. There will be a new environmental person coming in to the FHWA soon and there is a planning vacancy as well.

Calvin Edghill, FHWA NJ, reported that there is a draft report on the Mega Regions events and meetings and there was an internal webinar afterward. It looks like efforts on Mega Regions meetings may continue in the future.

Rohan K. Hepkins, PATCO, reported that PATCO is still recovering from the January 7 snow storm. The snow was flaky and had a negative impact on motors and 19 motors were affected. It takes 30-40 days to repair the motors and as a result a new schedule will be out on Saturday. PATCO will run three express trains to accommodate riders. PATCO is pleased to report that ridership was up five percent in 2016. DRPA's Board would like to go ahead with plans to open the Franklin Square Station and the estimated open date would be 2022.

Lou Millan, NJ Transit, reported that NJ Transit is offering new bus trips to 30<sup>th</sup> Street Station, including the 414, 417, and 555 Routes.

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

### a. Board Retreat

Mr. Seymour thanked Board members and their staffs for participating in the Board Retreat. He asked Board members how DVRPC can make the retreat most useful for them.

### b. Board Policy Committee

Mr. Seymour reported that on January 20 a Board Policy Committee Meeting was held and there was some good discussion. Materials from that meeting are available to Board members at their request.

### c. Final Rulemaking on MPO Coordination

Mr. Seymour called the Board's attention the fact that this is now a final rule. There are exemptions allowed under this rule but it requires signatures from all governors of the affected areas. The timeline for implementation of the rule is after the Census Bureau releases the new urbanized areas, so there is time to consider DVRPC's reaction to the rule. The new administration may affect this rule and it could be off the table anyway. DVRPC will keep Board members abreast of any new information on this.

### d. Staff Diversity Initiative

Mr. Seymour noted that DVRPC's staff diversity initiative takes a look at how staff is representing the region for which they are planning, and ideas for expanding outreach and diversity. This initiative is included in the Board packets.

### e. Provisions if the Board Cannot be Held

Mr. Seymour called the Board's attention to the idea that it would be helpful to have provisions in place if the Board cannot meet. Mr. Seymour noted that this concept had been brought to the Board and discussed some time ago. The idea would be that Board members would be allowed to vote electronically if the Board could not meet and the votes would be reaffirmed at the next scheduled

Board meeting. There would be a seven day public comment period offered as well. Leslie Floyd, Mercer County, asked what concerns arose when this was presented previously. Mr. Seymour responded that there was concern about public involvement last time. Lou Cappelli, Camden County, suggested that legal counsel review DVRPC's bylaws and the electronic voting proposal to make sure this idea is in compliance with appropriate procedure.

f. Expedited Environmental Reviews and Approvals for High Priority Infrastructure Projects

Mr. Seymour reported that earlier in the week the President signed an executive order expediting environmental reviews and approvals for high priority infrastructure projects. There is a national high priority infrastructure list which includes two projects in Pennsylvania and two in New Jersey. Once there is more information available about the rule and possible effects for the Commission, DVRPC will report back to Board members.

g. New Releases

Mr. Seymour called the Board's attention to some new DVRPC releases including: Washington Avenue and Columbus Boulevard Bicycle and Pedestrian Plan; Sustainable Transportation Actions; Southern Chester County and New Castle County Transit Service Concept Development; Roosevelt Boulevard Enhanced Bus Service Operations Analysis.

## **7. Committee Reports**

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

- (1) Regional Technical Committee (RTC)
- (2) Delaware Valley Goods Movement Task Force (DVGMTF)
- (3) Transportation Operations Task Force (TOTF)
- (4) Information Resources Exchange Group (IREG)

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:41 a.m. on a **MOTION** by Mr. Kuhn, seconded by Ms. Arkoosh.

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