

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 22, 2018

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	Gary Brune
New Jersey Governor's Appointee	Adam Sternbach
Pennsylvania Department of Transportation	James Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Rich Brahler
Chester County	Michelle Kichline
	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Mark Remsa
Camden County	Lou Cappelli
	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
	Christopher Puchalsky
City of Camden	Ed Williams
City of Trenton	Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration New Jersey Division	Calvin Edghill
Pennsylvania Division	Dan 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	Tim Lidiak
Southeastern Pennsylvania Transportation Authority	Liz Smith

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

Lou Millan
(not represented)
(not represented)
Barbara Holcomb
Rohan Hepkins
(not represented)

Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Megan Albright
Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkins, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Natalie Cramer, John Griffies, Matt Gates, Greg Krykewycz, Karin Morris, Amy Verbofsky, Christina Arlt, Amy Bernknopf, Betsy Mastaglio, Ben Gruswitz, Karen Cilurso, Tom Keenan, Van Doan, Kwan Hui, Rick Murphy, Shoshana Akins, Jesse Buerk, Elise Turner, Tom Edinger, Sonia Lee, Jennifer Yocco, Andrew Svekla, Rob Graff, Paul Smith, Kevin Murphy, Najah Jackson, and Renee Wise.

Guests

Mark Squilla
PennDOT 6-0
City of Philadelphia
Residents for Regional Traffic Solutions, Inc.

City of Philadelphia
Jonathan Korus
Aaron Ritz
Sue Herman

Call to Order - Chair's Comments

Alternate Chair Gary Brune called the meeting to order at 10:08 a.m. Mr. Brune 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 January 25, 2018

The Board adopted the following **motion**:

MOTION by Mr. Remsa, seconded by Mr. Williams, to approve the minutes of January 25, 2018.

2. Transportation Improvement Program (TIP Actions)

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

a. **PA17-77: Allegheny Avenue Interchange Advance Contract (AF1), (MPMS #79911), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the CON phase of the Allegheny Avenue Interchange Advance Contract (AF1) project, (MPMS #79911) in the total amount of \$16,779,000 and programming as follows: FY18: increase by \$8,271,000 (\$6,943,000 NHPP/\$282,000 STP/\$719,000 STU/\$249,000 State 581/\$78,000 State 185); FY19: increase by \$15,218,000 (\$14,196,000 NHPP/\$710,000 State 581/\$312,000 State 185); FY20: decrease by \$1,710,000 (\$1,039,000 NHPP/\$372,000 State 581/\$299,000 State 185); FY21: decrease by \$5,000,000 (\$4,000,000 NHPP/\$500,000 State 581/\$500,000 State 185). This action also advances all of the project's funding into the first four years of the TIP.

This project is a breakout of the I-95 Ann Street–Wheatsheaf parent project (MPMS #47813), known as Section AFC. The parent project, section AFC, involves the reconstruction of I-95 from Tioga Street to the railroad bridge south of Frankford Creek, including reconstruction of the northbound on-ramp to the Betsy Ross Bridge over Castor Avenue and the relocation of the northbound off-ramp from Westmoreland Street to Castor Avenue. Section AF1 will reconstruct and widen Richmond Street from Ann Street to Allegheny Avenue, including construction of new SEPTA Route 15 Trolley tracks, an electric traction system (catenary poles, duct bank, and manholes), and new full depth pavement from Ann Street to Westmoreland Street. The project will also reconstruct the SEPTA Westmoreland Loop between Emery Street, Westmoreland Street, Madison Street, and Richmond Street. To construct the catenary poles and install the street lighting, extensive utility relocation is required. In addition, due to on-street parking impacts during construction, Melvale Street will be widened from Clearfield Avenue to Wishart Street to accommodate temporary parking. Street lighting for the proposed parking area is being added in this location.

The design team has coordinated with many stakeholders, including SEPTA, various agencies within the City of Philadelphia, and the Philadelphia Water Department (PWD), resulting in expansion of the project scope. The increase in project costs is due to the following new work: reconstruction of the SEPTA Westmoreland Loop facility (50% reimbursement from SEPTA), disposal of contaminated soil and water, and reconstruction of the Madison Avenue sewer (100% reimbursement from PWD). Increased costs are also due to expanded scopes of work for items such as street lighting, water line relocation, SEPTA track construction and electric traction, soil/water test pits, and traffic signal 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. Puchalsky, seconded by Mr. Mosca, that the Board approve the following TIP action:

PA17-77, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the CON phase of the Allegheny Avenue Interchange Advance Contract (AF1) project, (MPMS #79911) in the total amount of \$16,779,000 and programming as follows: FY18: increase by \$8,271,000 (\$6,943,000 NHPP/\$282,000 STP/\$719,000 STU/\$249,000 State 581/\$78,000 State 185); FY19: increase by \$15,218,000 (\$14,196,000 NHPP/\$710,000 State 581/\$312,000 State 185); FY20: decrease by \$1,710,000 (\$1,039,000 NHPP/\$372,000 State 581/\$299,000 State 185); FY21: decrease by \$5,000,000 (\$4,000,000 NHPP/\$500,000 State 581/\$500,000 State 185).

b. PA17-78: Baxter Trail/Delaware Waterfront Mitigation Improvements (MPMS# 110644), City of Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$7,123,000 locally funded project, Baxter Trail/Delaware Waterfront Mitigation Improvements (MPMS #110644), to the TIP for PE (\$243,000 Local) in FY18; FD (\$405,000 Local) in FY19; and CON (\$3,238,000 Local) in FY20 and (\$3,237,000 Local) in FY21. All funds for this project are provided by the City of Philadelphia.

Work to construct the Baxter Trail segment along the Delaware River waterfront is physically complete. However, because the trail is potentially impacted by activity at both the Philadelphia Police Department Training Center and the Holmesburg Fish and Game Protective Association, the City has not been able to open the trail for public use. To rectify this situation, the City has proposed the current project to implement mitigation measures that will reduce impacts to the trail to the lowest achievable levels, based on recommendations from a recently completed study commissioned by the City. The project will combine construction and rehabilitation of physical features including ballistic baffles and berms to safely redirect, or in some cases absorb stray projectiles. Physical improvements will be supplemented with educational strategies. This mitigation will facilitate normal use of the ranges and will allow the Baxter Trail to open to the public. It will improve safety on the Delaware River, including along the eastern banks in New Jersey.

The Baxter Trail is one of four main sections of the over ten-mile multi-use trail along the Delaware riverfront known variously as the North Delaware River Greenway and Trail, North Delaware River East Coast Greenway, Delaware River Heritage Trail, Bridesburg Trail, or Kensington and Tacony Trail. The Baxter Trail section was constructed under MPMS #79833, North Delaware Riverfront Greenway Project, Section 4. The trail is approximately three miles long, crossing the Pennypack Creek via a new bridge, passing behind the Police and Fire Academies to Pennypack Street, heading west along Pennypack Street to State Road, north along State Road to Linden Avenue, and finally east to Pleasant Hill Park and the Linden Avenue Boat Ramp.

Favorable recommendation was received by the Regional Technical Committee.

Gary Brune, NJDOT, asked if the trail had already been built. Ms. Schoonmaker responded that it has been built but that mitigation efforts need to take place at this location.

A public comment was submitted from Chris Dougherty of Philadelphia encouraging the Board to vote in favor of this action.

The Board adopted the following **motion**:

MOTION by Mr. Puchalsky, seconded by Ms. Burritt, that the Board approve the following TIP action:

PA17-78, the City of Philadelphia's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$7,123,000 locally funded project, Baxter Trail/Delaware Waterfront Mitigation Improvements (MPMS #110644), to the TIP for PE (\$243,000 Local) in FY18; FD (\$405,000 Local) in FY19; and CON (\$3,238,000 Local) in FY20 and (\$3,237,000 Local) in FY21.

3. Endorsement of SEPTA's Norristown High Speed Line King of Prussia Expansion Locally Preferred Alternative

Michael Boyer, DVRPC Associate Director for Planning, introduced this acting, noting that this project is already included in DVRPC's long-range plan, Connections 2045. Elizabeth Smith, SEPTA, explained that SEPTA has evaluated various alternatives for a new rail connection between the existing Norristown High Speed Line (NHSL) and destinations in King of Prussia. Through a screening of technical factors and input from the public and Project stakeholders, SEPTA has determined that the PECO-Turnpike-1st Avenue alternative is the best performing, or Recommended Locally Preferred Alternative ("LPA"). SEPTA added a North/South option to the LPA in response to concerns about impacts to adjacent residential neighborhoods. This LPA and North/South option is included in the King of Prussia Rail Project (an extension of the Norristown High Speed Line) Draft Environmental Impact Statement dated October 2017. On January 25, 2018 SEPTA's Board adopted the Locally Preferred Alternative as set forth in the King of Prussia Rail Project Draft Environmental Impact Statement.

Favorable recommendation was received from the Regional Technical Committee.

Valerie Arkoosh, Montgomery County, congratulated SEPTA on this project and noted that it is great that SEPTA was able to get so much support from the local population on this. She noted that it will be transformative for our region and will bring the thousands of employees that work in that area to their jobs more efficiently. Additionally the health benefits are important as there will be a reduction in VMT and overall improved air quality. Rohan Hepkins, PATCO, asked what further challenges remain for this project moving forward. Ms. Smith responded that the biggest issue is funding and SEPTA hopes that New Starts funding will still be available when the time comes. Ms. Smith noted that it is anticipated that 50 percent of the funding will come from New Starts and the other 50 will come from innovative funding sources. With this project providing private enterprise so many economic advantages private funding could be sought. DVRPC Executive Director Barry Seymour congratulated SEPTA and noted how hard Ms. Smith and SEPTA have worked to get a consensus in sometimes difficult environments.

A public comment was received from Mark McKee of Montgomery County in support of this action.

The Board adopted the following **motion**:

MOTION by Ms. Arkoosh, seconded by Ms. Floyd that the Board endorse:

SEPTA's Locally Preferred Alternative, which is consistent with the Norristown High Speed Line King of Prussia Expansion identified in DVRPC's long-range plan.

4. Building Capacity to Facilitate Climate Adaptation Planning and Community Resiliency

Amy Verbofsky, DVRPC Senior Planner, Office of Environmental Planning, explained that DVRPC was recently awarded a \$50,000 grant from the Pennsylvania Department of Environmental Protection's Coastal Resources Management (CRM) program to continue to work with municipalities in the Delaware Estuary Coastal Zone (DECZ) to build capacity in assessing climate vulnerability and planning for climate adaptation and resiliency. This is Year Two of what is anticipated to be a multi-year project.

DVRPC's Office of Environmental Planning will continue to engage with Year One municipalities and partners in the DECZ, focusing on municipal flooding issues, climate vulnerability, resilience, adaptation, and hazard mitigation. We will continue to provide municipalities with tailored information, including mapping, and will use the lessons learned in Year One to engage with additional municipalities in the DECZ. Work will begin immediately upon execution of the contract and will extend until March 31, 2019.

Favorable recommendation was received from the Regional Technical Committee.

DVRPC Executive Director Barry Seymour noted that this is important work that DVRPC has been doing for quite some time. Marcus Hook is an example of this work.

The Board adopted the following **motion**:

MOTION by Mr. Williams, seconded by Ms. Burritt that the Board amend:

The DVRPC FY2018 Work Program to include *Building Capacity to Facilitate Climate Adaptation Planning and Community Resiliency*, and authorize the Executive Director to enter into a contract with PADEP for this project.

PRESENTATION ITEMS

5. Bike Share

Christopher Puchalsky, City of Philadelphia, introduced Aaron Ritz, City of Philadelphia, who explained that the City of Philadelphia has instituted an extensive bike share program known as Indego, with a network of docks and bicycles throughout the city. This presentation described the current program, and potential new directions to expand bike sharing.

Kevin Madden, Delaware County, asked whether Philadelphia had adequate bike lanes to accommodate bike travel. Mr. Ritz commented that the City has come a long way with its bike lanes and that things are much better than they used to be when the City was first approached about bike share. The City recently conducted focus groups and surveys about bike share and safety and comfort came up. Mr. Madden asked about Indego's safety record. Mr. Ritz responded that there have been only two fatalities nationwide and over 110 million rides. Additionally there have been very few crashes. Valerie Arkoosh, Montgomery County, asked how areas that have expanded bike share regionally deal with interoperability. Mr. Ritz commented that a single vendor is used. The city of Philadelphia uses BCyle which is owned by Trek Bicycle Company. There is more room for interoperability on the technology side for biking. Peter Rykard, City of Chester, asked whether the City provides helmets for riders that use Indego. Mr. Ritz responded that the city does not, however, at Indego sponsored events helmets are provided for that event. Executive Director Barry Seymour noted that in Seattle there are helmet laws in place and that the bike share program provides helmets but they have to collect and clean them and it is a more involved process.

Mr. Seymour introduced Betsy Mastaglio, DVRPC Manager, Office of Transit, Bicycle, and Pedestrian Planning, who explained that in response to several inquiries from

various organizations around the region, DVRPC will be conducting the Regional Strategy and Best Practices for Bike Share Program Coordination. As a major initial task of the project, staff will convene interested representatives throughout the region to have a conversation about the various goals and contexts for bike share within the region. The group will discuss system-wide goals for bike share, including how to best address interoperability, or, the ease with which users can use and travel between different bike share systems. Included in the study will be how to best address contracting and management of a regional bike share system, and whether or not there is a role for DVRPC.

Gary Brune, NJDOT, asked if Indego bike share's operating costs are covered with the user fees. Mr. Ritz responded that the user fees only cover roughly 45 percent of the operating costs and that Indego is solvent with the use of sponsorships.

6. Enhancing Travel and Tourism Infrastructure

Karen Cilurso, DVRPC Manager, Office of Community and Economic Development, explained that tourism is a major component of our regional economy. To further understand the economic impact of tourism and to ensure equitable and efficient transportation access to tourist destinations, DVRPC has recently completed a data analysis and is undertaking a planning study to improve tourism and travel infrastructure. Peter Rykard, City of Chester, asked if there is a way to determine if those coming to the City are also going to other locations in the region. Ms. Cilurso responded that we are reliant on data from attractions so we only have what they give us. This makes it difficult to determine the trip sequence taken. Valerie Arkoosh, Montgomery County, noted that the Valley Forge Tourism and Convention Board is very focused on looking at these kinds of things. Leslie Floyd, Mercer County, noted that one growing tourist activity is Genealogy Tourism and it might be something for DVRPC to look into.

DISCUSSION ITEM

7. One Minute Reports

Rohan Hepkins, PATCO, reported that PATCO successfully served roughly 100,000 riders for the Eagles Parade. PATCO's 80th car is scheduled to be delivered this week and PATCO is about two-thirds retrofitted with new cars. The walkway over the Ben Franklin Bridge was well utilized for the Eagles Parade as well.

Barbara Holcomb, DRPA, congratulated transit and public safety agencies for their efforts during the Super Bowl and the Super Bowl Parade. It is clear that there were lessons learned and applied.

Elizabeth Smith, SEPTA, reported that SEPTA was happy with how the Eagles Parade went. SEPTA's Annual Service Plan process is going on and there will be open houses on the Plan on February 27 from 12 p.m. to 1:30 p.m. and 5 p.m. to 6:30 p.m.

Dan Walston, FHWA PA, reported that Federal Highway is updating its UPWP and is working on the 2019 STIP, the local TIPS, and is working with the interagency consultation groups with ICG. Mr. Walston thanked DVRPC staff for getting air quality projects to FHWA.

Jim Mosca, PennDOT, reported that projects were selected for multimodal funding and of the \$41.5 million available for the Commonwealth, this region received about \$21 million for 18 projects. The next round of multimodal applications will open on February 26 and go until March 30.

Chris Puchalsky, City of Philadelphia, reported that the City is holding a series of open houses for the Roosevelt Boulevard Tiger workshop. There is an open house tonight and next Tuesday and Wednesday. The City is in the middle of the five year planning process on this and is working to finalize the short term recommendations for this project. Mr. Puchalsky thanked PATCO and SEPTA for their efforts during the Super Bowl parade and City employees who helped to clean up after the Super Bowl.

Michelle Kichline, Chester County, reported that the County will start public meetings about its comprehensive plan, Landscapes 3, on March 6. Ms. Kichline thanked SEPTA for their efforts with the Super Bowl parade.

Valerie Arkoosh, Montgomery County, reported that she rode SEPTA with her family to the Super Bowl parade and that everything was great.

Mark Remsa, Burlington County, noted that on the DVRPC Executive Committee agenda is the action to create non-profit subsidiaries and that next Wednesday the Burlington County Board of Chosen Freeholders will be adopting a resolution in support of that effort.

Leslie Floyd, Mercer County, thanked DVRPC for the presentations today and noted that the county is looking into starting bike share in two of the county's parks.

Aliyah Furman, PA DCED, reported that the Greenways Trails and Recreation Program applications are open until May 31 and DCED's Multimodal Program applications will open on March 1 and close July 31.

8. Executive Director's Report

a. Draft Trump Administration Infrastructure Plan

Mr. Seymour noted that the Trump administration infrastructure plan has been released. It divides funding into different pots with half of the money going into a competitive grant program. Seventy percent of the criteria for selection of these

grants relates to the ability of the project to raise non-federal funds. Another part of this is that the federal grant awards cannot exceed 20 percent of the total project cost. It would allow states to toll interstates and utilize the tolling revenue for infrastructure. For highways there is the possibility of refunding the federal investment in highways to eliminate the application of federal requirements. For transit there is a requirement for value capture financing as a condition for receipt of transit funds for major capital projects. DVRPC staff met with Senator Toomey's office to discuss but no further information is available at this time.

b. TCDI Program Schedule

Mr. Seymour reported that the TCDI Grant application period opens in March and there will be a mandatory meeting for applicants on March 13 from 4 p.m. to 6 p.m. Applications are due April 20 and will come to the Board at the June 28 meeting. What is new for this year is that we need to do a risk assessment for applicants.

c. Climate Adaptation Forum

Mr. Seymour called the Board's attention to the fact that DVRPC will be hosting a Climate Adaptation Forum on March 2. The forum will be conducted as a game; the Game of Floods. This will be an interactive game-based exercise to help participants understand the process of conducting vulnerability and risk assessment and think about strategies to protect public assets from existing and future flooding. The game is played in a series of steps and integrated into a presentation. Attendees progress through the steps from climate science, to asset inventory, to vulnerability, risk, and adaptation planning.

d. Connections 2045 Video

Mr. Seymour noted that DVRPC is working on a Connections 2045 video with help from Board members. Mr. Seymour thanked Board members for their participation.

e. Breaking Ground Conference

Mr. Seymour called the Board's attention to the fact that March's Board meeting will be held in conjunction with the Breaking Ground meeting and will be held at the Loews Philadelphia Hotel at 9:00 a.m. He thanked Board members for agreeing to participate in the conference.

f. New Releases

Mr. Seymour reported that DVRPC has some new releases including: Curbless Streets: Evaluating Curbless and Shared Space Concepts for use on City of Philadelphia Streets, Washington Avenue and Columbus Boulevard Conceptual Bicycle and Pedestrian Plan, Philadelphia Crash Analysis Standards and

Recommendations. Reports coming soon include: City of Camden Access Study, NJSAFR Traffic Incident Management Safety Guidelines for First Responders Addendum, and Eat Local Montco: Montgomery County's Local Food Promotion Strategy.

9. Committee Reports

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

- (1) Regional Technical Committee (RTC)
- (2) Healthy Communities Task Force (HCTF)
- (3) Regional Aviation Committee (RAC)

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:46 a.m. on a **MOTION** by Ms. Arkoosh, seconded by Mr. Madden.

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

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary