

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of January 24, 2019

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

Membership Present

Representative

New Jersey Department of Community Affairs	Sean Thompson
New Jersey Department of Transportation	Michael Russo
New Jersey Governor's Appointee	Dan Kelly
Pennsylvania Department of Transportation	James Ritzman
	Jim Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Diane Ellis-Marseglia
	Rich Brahler
Chester County	Michelle Kichline
	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Carol Thomas
Camden County	Louis 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	June Morton
City of Trenton	(not represented)

Non-Voting Members

Federal Highway Administration	
New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)

U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Ryan judge
New Jersey Transit Corporation	Blanca Quinde
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Aliyah Stanger

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Sean O'Neill
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkins, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Greg Krykewycz, Karin Morris, Elise Turner, Al Beatty, Jackie Davis, Kevin Murphy, Betsy Mastaglio, Rick Murphy, Shoshana Akins, Natalie Cramer, Van Doan, Tom Keenan, Amy Verbofsky, Sean Greene, Kwan Hui, Jesse Buerke, Matt Gates, Sonia Lee, Brett Fusco, Marco Gorini, Katie Nash, Najah Jackson, and Renee Wise.

Guests

Dewberry Engineers, Inc.	Debra Arthur
Greenman-Pedersen, Inc.	Dave Kuhn
PennDOT District 6	Jonathan Korus
PennDOT	Melissa Batula

Call to Order - Chair's Comments

Chair Nedra Ralston called the meeting to order at 10:02 a.m. Ms. Ralston asked if there was any press in the room and if anyone was recording the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

ACTION ITEMS

1. Minutes of Meeting of December 5, 2018

The Board adopted the following **motion**:

MOTION by *Mr. Madden, seconded by Mr. Puchalsky*, to approve the minutes of December 5, 2018.

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

2. Transportation Improvement Program (TIP) Actions

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

a. PA19-16: Roosevelt Boulevard over Wayne Junction (WAV) (Bridge) (MPMS #83736), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing funding for the Roosevelt Boulevard over Wayne Junction (WAV) (Bridge) project, MPMS #83736 by \$23,386,000 (FY23: \$7,734,000 STU/\$1,934,000 State 581, FY24: \$3,240,000 STU/\$810,000 State 581, FY25: \$7,734,000 STU/\$1,934,000 State 581). This action increases the original \$71,286,000 construction phase to \$94,672,000 for this major highway structure improvement project on Roosevelt Boulevard. The project description will also be updated to include the Fox Street Bridge over US 1.

Construction bids for this complex project were received in October 2018 and the low-bid was higher than anticipated. The difference between the estimate and the low-bid is attributed to the multi-staged construction along the US 1 Expressway, SEPTA coordination for railroad outages, the sequencing of construction activities, and the low-bid contractor's anticipated means and methods. This project includes the rehabilitation of the US 1 (Roosevelt Expressway) viaduct over SEPTA and local streets in the City of Philadelphia. The scope includes deck replacement, structural steel repairs and other bridge repairs, along with a multi-staged traffic control. The project also includes the rehabilitation of the Fox Street Bridge over US 1; note that the project description will be updated to include that structure.

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.

b. PA19-17: I-76 Bridge Repair Section SRE (MPMS #107698), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing funding for the I-76 Bridge Repair Sections SRE (MPMS #107698), by \$36,766,000 (FY19: \$6,298,000 NHPP/\$421,000 State STU/Toll Credit, FY20: \$4,000,000 NHPP/\$1,923,000 STP/\$2,785,000 STU/Toll Credit, FY21: \$3,985,000 NHPP/\$1,057,000 STP/\$2,168,000 STU, FY27: \$14,129,000 STU/Toll

Credit), and to update the description to include the I-76 over PA 23 and Arrowmink Creek bridge. This action increases the construction phase to \$41,765,000.

Construction bids were received on November 1, 2018. Along with the low-bid being higher than anticipated, a second bridge carrying I-76 over PA 23 and Arrowmink Creek is also being rehabilitated as part of this project. This additional structure has a Sufficiency Rating of 68, and requires both superstructure and substructure repairs. This structure was added to the existing I-76/SRE project since it includes similar repair work and was scheduled to go to construction in 2018. This allowed both structures to be worked on in a timely manner to keep them in service on these heavily traveled sections of I-76. The low-bid was higher than anticipated due to sufficient adjustments not being made to account for site conditions and time constraints. Some of the individual items that contributed to a higher low-bid were the staging of construction along the expressway and work hour limitations. The difference between the estimate and the low-bid is \$14,378,000. The additional \$22,388,000 is needed to cover Advance Construct conversion costs on the project so that it is fully funded on the current FY2019 TIP.

This project involves repairs to two structures on I-76 in the City of Philadelphia. The larger structure runs parallel to the Schuylkill River and over its banks, and the second smaller structure carries I-76 over PA 23 and Arrowmink Creek in Conshohocken. Repairs will include deck overlay replacement, deck joint repairs, structural steel repairs, bearing repairs, superstructure & substructure concrete repairs, pile repairs, placement of scour protection, removal of trees and debris, and other miscellaneous construction.

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. Madden* that the Board adopt the following TIP actions:

PA19-16, PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing funding for the Roosevelt Boulevard over Wayne Junction (WAV) (Bridge) project, MPMS #83736 by \$23,386,000 (FY23: \$7,734,000 STU/\$1,934,000 State 581, FY24:\$3,240,000 STU/\$810,000 State 581, FY25: \$7,734,000 STU/\$1,934,000 State 581). This action increases the original \$71,286,000 construction phase to \$94,672,000 for this major highway structure improvement project

on Roosevelt Boulevard. The project description will also be updated to include the rehabilitation of Fox Street Bridge over US 1.

TIP Action PA19-17, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by increasing funding for the I-76 Bridge Repair Section SRE (MPMS #107698), by \$36,766,000 (FY19: \$6,298,000 NHPP/\$421,000 State STU/Toll Credit, FY20:\$4,000,000 NHPP/\$1,923,000 STP/\$2,785,000 STU/Toll Credit, FY21: \$3,985,000 NHPP/\$1,057,000 STP/\$2,168,000 STU, FY27: \$14,129,000 STU/Toll Credit), and to update the description to include the rehabilitation of I-76 over PA 23 and Arrowmink Creek.

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

c. PA19-18: RTMC (Regional Traffic Management Center) General Contract (MPMS #110494), RTMC Plumbing Contract (MPMS# 110496), RTMC Electrical Contract (MPMS #110497), RTMC HVAC Contract (MPMS #110498), Montgomery County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing funding for the Regional Traffic Management Center (RTMC) General Contract (MPMS #110494) by \$17,600,000. This action reflects a \$5,600,000 cost increase, consolidating all pre-construction phases of the RTMC General Contract (MPMS #110494) into a singular construction phase, and consolidating the RTMC Plumbing Contract (MPMS #110496), RTMC Electrical Contract (MPMS #110497), and RTMC HVAC Contract (MPMS #110498) into the RTMC General Contract (MPMS #110494) so that there will be one MPMS# (instead of four), and one phase in the DVRPC Regional TIP for the project. The plumbing, electrical, and HVAC projects which had been established due to "Separations Act" requirements will be removed from the TIP. MPMS #110494 will increase by \$17,600,000. The actual overall cost of the RTMC would increase by \$5,600,000, from \$30,000,000 to \$35,600,000 for all phases.

Specifically, this action would make changes to the four existing projects which currently contain all the work for building a new RTMC and parking garage in King of Prussia at the District 6 building. The General Contract will remain and the Plumbing, Electrical, and HVAC projects will be removed from the TIP, with work and funding incorporated into the General Contract accordingly:

For MPMS # 110494 General Contract

- remove FY19 PE phase (preliminary engineering) (\$1,500,000 STU/Toll Credit);
- remove FY19 FD phase (final design) (\$2,500,000 STU/Toll Credit);

- remove FY19 ROW phase (right of way) (\$500,000 STP/Toll Credit);
- remove FY19 UTL phase (utility phase) (\$500,000 STP/Toll Credit);
- add a \$5,000,000 FY19 construction phase in place of the PE, FD, ROW, and UTL phases that have been removed in the general contract
- increase the FY20 CON phase by \$6,251,000 (\$5,987,000 STU/Toll Credit Match plus \$264,000 STP/Toll Credit Match).
- increase the FY21 CON phase by \$6,402,000 STU/Toll Credit Match
- increase the FY22 CON phase by \$4,947,000 STU/Toll Credit Match
- note total funding reflected for the RTMC project in this MPMS #110494 will increase by \$17,600,000, from \$18,000,000 to \$35,600,000, which indicates an overall \$5,600,000 cost increase for the project and includes all work for the General Contract, Electrical, HVAC, and Plumbing combined.

For MPMS # 110496 Electrical Contract

Remove this MPMS # from the program and shift \$4,000,000 for electrical work to construction in the General Contract.

For MPMS # 110497 HVAC Contract

Remove this MPMS # from the program and shift \$4,000,000 for HVAC work to construction in the General Contract.

For MPMS #11048 Plumbing Contract

Remove this MPMS # from the program and shift \$4,000,000 for plumbing work to construction in the General Contract.

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

such, four separate MPMS numbers covering the general contract and separate trades are no longer necessary and all programmed funds are being consolidated into a single MPMS #110494.

The total cost estimate for this new facility is \$47,400,000, which includes \$11,800,000 non-TIP funding for a parking structure. FHWA has indicated that federal funds are eligible on the RTMC but not for the parking structure as it will not be open to the public. As a result of this decision, PennDOT will be using \$35,600,000 for the RTMC. \$11,800,000 of DGS state funding will be used for the parking structure and will not be reflected in the Regional Highway program funding except in the project description.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

TIP Action PA19-18, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by increasing funding for the Regional Traffic Management Center (RTMC) General Contract (MPMS #110494) by \$5,600,000, consolidating all pre-construction phases of the RTMC General Contract (MPMS #110494) into a singular construction phase, and also consolidating the RTMC Plumbing Contract (MPMS #110496), RTMC Electrical Contract (MPMS #110497), and RTMC HVAC Contract (MPMS #110498) into the RTMC General Contract (MPMS #110494) by deleting those projects so that there will be one MPMS# (instead of 4), and one phase in the DVRPC Regional TIP for the project. Specific program adjustments as follows:

For MPMS # 110494 General Contract

- remove FY19 PE phase (preliminary engineering) (\$1,500,000 STU/Toll Credit);
- remove FY19 FD phase (final design) (\$2,500,000 STU/Toll Credit);
- remove FY19 ROW phase (right of way) (\$500,000 STP/Toll Credit);
- remove FY19 UTL phase (utility phase) (\$500,000 STP/Toll Credit);
- add a \$5,000,000 (\$1,000,000 STP/\$4,000,000 STU) FY19 construction phase in place of the PE, FD, ROW, and UTL phases that have been removed in the general contract
- increase the FY20 CON phase by \$6,251,000 (\$5,987,000 STU/Toll Credit Match plus \$264,000 STP/Toll Credit Match).
- increase the FY21 CON phase by \$6,402,000 STU/Toll Credit Match
- increase the FY22 CON phase by \$4,947,000 STU/Toll Credit Match

- note total funding reflected for the RTMC project in this MPMS# goes from \$18,000,000 to \$35,600,000, which indicates an overall \$5,600,000 cost increase for the project and includes all work for the General Contract, Electrical, HVAC, and Plumbing combined.

For MPMS # 110496 Electrical Contract

Delete this MPMS # from the program (\$4,000,000 total from FY20: \$2,000,000 STU/Toll Credit, FY21: \$2,000,000 STU/Toll Credit) and shift \$4,000,000 for electrical work to construction in the General Contract.

For MPMS # 110497 HVAC Contract

Delete this MPMS # from the program (\$4,000,000 from FY20: \$2,000,000 STU/Toll Credit, FY21: \$2,000,000 STU/Toll Credit) and shift \$4,000,000 for HVAC work to construction in the General Contract.

For MPMS #110498 Plumbing Contract

Delete this MPMS # from the program (\$4,000,000 from FY20: \$1,987,000 STU/\$264,000 STP/Toll Credit, FY21: \$1,749,000 STU/Toll Credit) and shift \$4,000,000 for plumbing work to construction in the General Contract.

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

d. PA19-19: PA 563 at Pennridge Airport Business Park (MPMS #111758), Bucks County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new statewide Transportation Infrastructure Investment Fund (TIIF) project, PA 563 at Pennridge Airport Business Park (MPMS #111758), by programming \$5,000 e581 funds in FY19 for the Right-of-Way phase. These are additional funds to the region.

The proposed project includes reconstructing, reprofiling, and widening PA 563 to add a left-turn lane at the proposed entrance to the Pennridge Airport Business Park in Perkasio Borough, Bucks County. The developer is working on the design phase and has been coordinating with SEPTA, PennDOT and the Pennsylvania Public Utility Commission (PUC). PennDOT will acquire the necessary Right-of-Way from SEPTA to allow for the reconstruction and widening of PA 563 over the tunnel used by the Quakertown Line. This project will need capital budget approval in order for the construction phase to be programmed.

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

e. PA19-20: Orvis Road Alignment (MPMS #111176), Chester County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Orvis Road Alignment project, MPMS #111176 to the TIP in the amount of \$975,000 (\$750,000 State 411 (MTF)/\$225,000 Local) in FY19 for construction. This project was awarded FY 2017-18 PennDOT Multimodal Transportation Funds that are additional to the region.

This project will construct a connector road that runs parallel to US 202 southbound from Stetson School driveway to West Pleasant Grove Road, in Westtown Township.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

TIP Action PA19-19, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new statewide Transportation Infrastructure Investment Fund (TIIF) project, PA 563 at Pennridge Airport Business Park (MPMS #111758), by programming \$5,000 e581 funds in FY19 for the Right-of-Way phase. These are additional funds to the region.

TIP Action PA19-20, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Orvis Road Alignment project, MPMS #111176 to the TIP in the amount of \$975,000 (\$750,000 State 411 (MTF)/\$225,000 Local) in FY19 for construction. These are additional funds to the region.

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

f. PA19-21: I-95, PA Turnpike Interchange (TPK) – Section D20 (MPMS #95444), Bucks County

PennDOT has requested on behalf of the Pennsylvania Turnpike Commission that DVRPC amend the FY2019 TIP for Pennsylvania by adding the I-95, PA Turnpike Interchange (TPK) – Section D20 (MPMS #95444), project back into the TIP in the amount of \$5,000,000 Local Turnpike funds in FY19 for construction. These are additional funds to the region.

The increase to this project is due to change orders that include field modifications, plan overruns, additional excavation and drainage work, emergency pothole repairs, and relocation of fiber optic cables, along with additional milling and paving. The total cost of this section is now \$123,773,000.

This project is a component of the new I-95/I-276 Interchange and re-designation of I-95 in PA and NJ. It includes widening and reconstruction of I-95, Section D20 from approximately 2,000 feet south of Neshaminy Creek to the Pennsylvania Turnpike in Bristol and Bensalem Townships. The original scope included full depth, variable width concrete pavement widening and reconstruction, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, multiple bridges, sound walls, modular retaining walls, sign structures, bridge approach slabs, guiderail, sanitary sewer work, highway lighting, stream mitigation, drainage, and other miscellaneous construction.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

TIP Action PA19-21, PennDOT's request on behalf of the Pennsylvania Turnpike Commission that DVRPC amend the FY2019 TIP for Pennsylvania by adding the I-95, PA Turnpike Interchange (TPK) – Section D20 (MPMS #95444), project back into the TIP in the amount of \$5,000,000 Local Turnpike funds in FY19 for construction. These are additional funds to the region.

Motion passed with one abstention from Ms. Burritt.

g. PA19-22: Marshall Road Corridor Safety Improvements (MPMS #110965), Delaware County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a preliminary engineering phase of the Marshall Road Corridor Safety Improvements project, MPMS #110965, to the TIP in the amount of \$435,000 sHSIP in FY19. These are additional funds to the region.

During the update of the FY2019 TIP for Pennsylvania, the preliminary engineering phase was inadvertently omitted. The phase is now required on the TIP for authorization. This project is a road diet from Sherbrook Boulevard to Long Lane and Hampden Road to Powell Lane. It will include a left turn lane at five intersections, a right turn lane at three intersections, the modification of left turn phases at six intersections, an increase to pavement friction within road diet limits, and modernized signals along the corridor, including fiber optic interconnection.

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

The TIP's current conformity finding will not be impacted by this amendment as this project is already included in the Air Quality Analysis.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

TIP Action PA19-22, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a preliminary engineering phase of the Marshall Road Corridor Safety Improvements project, MPMS #110965, to the TIP in the amount of \$435,000 sHSIP in FY19. These are additional funds to the region.

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

h. PA19-23: I-95: Allegheny Avenue Interchange Advance Contract (AF1) (MPMS #79911), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by reducing the construction funding for the I-95, Allegheny Avenue Interchange Advance Contract (AF1) project, MPMS #79911 in the total amount of \$6,901,000 NHPP (FY19: \$3,186,000 NHPP; FY20 \$2,000,000 NHPP; FY21: \$1,715,000 NHPP) as a result of more funding having been obligated under the previous (FY2017) TIP than was initially anticipated. The reduction of funds does not represent a reduction in the project's scope; rather, it indicates that those funds are no longer needed for the project this fiscal year.

The Allegheny Avenue Interchange Advance Contract (AF1) project is a construction breakout of AFC (MPMS #47813). It includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). Richmond Street will be reconstructed and widened by two feet on the east side from Ann Street to Allegheny Avenue. Amenities including street trees, pedestrian scale street lighting, and new sidewalks and curbing will be installed. The SEPTA trolley tracks and electric traction system, including catenary poles, duct bank, and manholes will be reconstructed. In addition, the project will reconstruct the SEPTA Westmoreland Loop between Emery Street, Westmoreland Street, Madison Street, and Richmond Street. SEPTA trolley tracks will be reconstructed and the trolley turn-around loop at Westmoreland Street will be improved. As part of this project, many of the utilities under Richmond Street will be relocated outside of the trolley tracks. Due to on-street parking impacts during construction, Melvale Street will be widened from Clearfield Avenue to Wishart Street to accommodate temporary parking, including street lighting for the parking area. At the request of the Philadelphia Water Department, the Madison Avenue sewer will also be

reconstructed. This action will also include edits to the project description to indicate that this project is funded under the regional program, not the Interstate Program.

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

DVRPC Executive Director Barry Seymour reminded Board members that this area was part of the tour at the last Board retreat.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

TIP Action PA19-23, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by reducing the CON funding for the I-95, Allegheny Avenue Interchange Advance Contract (AF1) project, MPMS #79911 in the total amount of \$6,901,000 NHPP (FY19: \$3,186,000 NHPP; FY20 \$2,000,000 NHPP; FY21: \$1,715,000 NHPP) as a result of more funding having been obligated under the previous (FY2017) TIP than was initially anticipated. The reduction of funds does not represent a reduction in the project's scope; rather, it indicates that those funds are no longer needed for the project this fiscal year.

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

i. NJ18-066: Local Safety/High Risk Rural Roads Program (DB #04314), DVRPC

DVRPC on behalf of Camden County has requested that the DVRPC Board amend the FY2018 TIP for New Jersey by adding a new systemic roundabout project, County Route (CR) 705 (Sicklerville Road) and CR 706 (Erial Road), totaling \$1,686,000 HSIP funds for Preliminary Engineering (\$236,000), Final Design (\$101,000), and Construction (\$1,349,000), to the program line item, Local Safety/High Risk Rural Roads Program (DB #04314). This project will break out of the line item into its own DB # as Administrative Action when it is ready for federal authorization.

Funds would provide for a roundabout at the intersection CR 705 (Sicklerville Road) and CR 706 (Erial Road) in Winslow Township. The location features a three-leg intersection with skewed alignment and is governed by a stop sign on CR 706. The skewed alignment of the intersection leads to crashes because drivers cannot see well around the corner of the intersection. A roundabout will replace the existing problematic intersection geometry with a circle, thereby allowing drivers a clear visual throughout the

entire intersection. There are also multiple occurrences of rear end crashes at the stop sign on CR 706 (Erial Rd) where cars wait to turn onto CR 705 (Sicklerville Rd). The roundabout will alleviate this problem since drivers will slow and yield instead of being required to make a full stop. Further, the existing intersection enables drivers on CR 705 to travel at a high rate of speed toward the nearby intersection of CR 705 and CR 536 (Malaga Road). A roundabout at the intersection of CR 706 and CR 705 will force drivers to slow down, resulting in slower speeds through the intersection of CR 705 and CR 536 and greater driver reaction time.

DVRPC's 2009 Regional Roundabout Analysis, Phase II identified this CR 705 (Sicklerville Road) and CR 706 (Erial Road) intersection as a priority site for investigation into conversion to a roundabout. Camden County then submitted this roundabout application to DVRPC's 2017 New Jersey HSIP Local Safety Program for consideration and determination of HSIP eligibility. After much vetting and reviewing, the location was determined HSIP eligible. Per the 2009 Regional Roundabout Analysis, Phase II, there are numerous benefits to roundabouts, including but not limited to reductions in fatality and injury crashes, slower vehicle speeds through the intersection, and increase in traffic capacity, plus cost savings compared to signalized intersections. Roundabouts are an FHWA proven safety countermeasure.

Financial constraint will be maintained. All projects listed contribute to fiscal constraint.

The TIP's current conformity finding will not be impacted by this modification as the project is exempt.

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 adopt the following TIP action:

TIP Action NJ18-066, DVRPC on behalf of Camden County's request that the DVRPC board amend the FY2018 TIP for New Jersey by adding a new systemic roundabout project, County Route (CR) 705 (Sicklerville Road) and CR 706 (Erial Road), totaling \$1,686,000 HSIP funds for Preliminary Engineering (\$236,000), Final Design (\$101,000), and Construction (\$1,349,000), to the program line item, Local Safety/High Risk Rural Roads Program (DB #04314). This project will break out of the line item into its own DB # when it is ready for federal authorization.

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

3a. DVRPC FY 2019 Work Program Amendment: US 1 Sections RC2 & RC3 Traffic Forecasts

Matt Gates, DVRPC Manager of Travel Trends and Forecasts, explained that PennDOT has requested DVRPC to prepare 2030 and 2050 daily and AM and PM peak hour traffic forecasts for US 1 (Lincoln Highway) Sections RC2 and RC3 in Bucks County for both No-Build and Build alternatives. The Build alternative includes two new full access interchanges at PA 413 and Fairhill/Highland Avenues and the removal of the frontage roads along section RC3. Funding will be \$138,900 in additional funds from Pennsylvania TIP MPMS #13549.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Madden*, seconded by *Mr. Squilla* that the Board amend the FY 2019 Work Program to include *US 1 Sections RC2 & RC3 Traffic Forecasts*.

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

3b. DVRPC FY 2019 Work Program Amendment: KOP Rail FEIS Ridership Forecasts

Matt Gates, DVRPC Manager of Travel Trends and Forecasts, explained that SEPTA is preparing an FEIS (Final Environmental Impact Statement) for the proposed creation of an NHSL (Norristown High-Speed Line) spur to serve the KOP (King of Prussia) Mall and Moore Park to the northwest, with a terminus adjacent to the Valley Forge Resort and Casino. The project will also include modification to the routing and scheduling of parallel and feeder bus routes to complement the rail extension. Daily and time period ridership forecasts for the rail extension and modified bus routes are needed to complete the FEIS. Funding is \$68,900 in additional funds from SEPTA.

Ryan Judge, SEPTA, noted that this action is timely since SEPTA is scheduled to vote on a 15 percent award for the KOP rail project.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Dr. Arkoosh*, seconded by *Ms. Kichline* that the Board amend the FY 2019 Work Program to include *KOP Rail FEIS Ridership Forecasts*.

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

4. Highway Safety and Transit Assets Transportation Performance Management (TPM) Targets

Mike Boyer, DVRPC Associate Director, Comprehensive Planning, explained that a key feature of MAP-21 was the establishment of a performance-based planning and programming approach for investing in our nation's transportation infrastructure. This

Transportation Performance Management (TPM) approach continues under the FAST Act. The objective of TPM is for State DOTs and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. This effort established a set of transportation performance measures that require State DOTs, transit operators, and MPOs to establish performance targets. Generally, MPOs can choose to set their own targets or agree to support the targets set by the State DOT and transit operators. After consultation with statewide and regional planning partners, DVRPC agrees to plan and program projects so that they contribute toward the accomplishment of the respective Pennsylvania and New Jersey State DOT targets for Highway Safety, and the Tier 1 transit operators' targets for Transit Assets.

Barbara Holcomb, DRPA, commended Mr. Boyer for doing this presentation at the RTC and Board meetings. She noted that he successfully managed to make something very complex, understandable. DVRPC Executive Director Barry Seymour noted that this is all very complicated and that each measure is a bit different. For example the Highway Safety Targets carry a penalty if they are unmet while Transit Assets does not. Mr. Boyer noted that the safety targets are a concern for DVRPC but that this needs to be a quantitative exercise based on trends. DVRPC decided to go with the state targets for the first round and we can reevaluate at a later date if needed. Councilman Mark Squilla, City of Philadelphia, commented that as the City of Philadelphia moves Vision Zero forward, the City will vote "no" on this action.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

MOTION by *Mr. Madden*, seconded by *Mr. Thompson* that the Board agrees:

To be consistent with the PennDOT and NJDOT statewide Highway Safety targets, and the respective SEPTA, NJ TRANSIT, and DRPA/PATCO Transit Assets targets, and will support the state DOTs' and transit operators' efforts at achieving those targets.

Motion passed. All votes were cast in favor of the motion with the exception of the City of Philadelphia who voted no.

5. Request to Approve Transportation Conformity Reaffirmation

Sean Greene, DVRPC Manager of Air Quality Programs, explained that on August 3, 2018, the DVRPC planning region was designated as a nonattainment area for the 2015 Ozone National Ambient Air Quality Standard by the US Environmental Protection Agency. The Clean Air Act requires that nonattainment areas must demonstrate transportation conformity to a newly enacted air quality standard within one-year of the effective date of the nonattainment area designation. DVRPC intends to meet this

requirement by reaffirming the previous conformity analyses of the *Connections 2045* Long-Range Plan and TIPs for New Jersey and Pennsylvania.

DVRPC held a public comment period from December 6, 2018 to January 7, 2019. There were no comments received on the conformity determination.

Staff requested that the DVRPC Board approve the Conformity Reaffirmation for the *Connection 2045* Long-Range Plan, FY 2018 Transportation Improvement Program for New Jersey, and FY 2019 Transportation Improvement Program for Pennsylvania.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

MOTION by *Ms. Morton*, seconded by *Ms. Burritt* that the Board adopt:

The Conformity Reaffirmation for the *Connections 2045* Long-Range Plan, FY 2018 TIP for New Jersey, and FY 2019 TIP for Pennsylvania by approving Resolution B-FY19-001.

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

6. Adoption of DVRPC Fiscal Year 2020 Unified Planning Work Program

John Ward, DVRPC Deputy Executive Director, explained that DVRPC's FY20 Unified Planning Work Program (UPWP) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2019 through June 30, 2020. As the federally-designated MPO for the Greater Philadelphia region, DVRPC is required by federal regulation to develop a UPWP. This document reflects the policy direction provided by the Board's Unified Planning Work Program Committee and input from state and federal planning partners, member governments, operating agencies and other regional organizations.

Three Key sections of the document include: 1) DVRPC's Core Work Program, 2) Supportive Regional Highway Planning Program, and 3) Transit Support Program.

At their December 5, 2018 meeting, the DVRPC Board authorized release of the Draft FY20 Unified Planning Work Program for distribution and review, with the public comment period scheduled to run from December 6, 2018 to January 7, 2019. At the time of the Regional Technical Committee (RTC) meeting on January 8th DVRPC staff was in the process of preparing responses to comments that were received during the open comment period. The RTC recommend that the Board adopt the Final FY20 UPWP, pending the development of any outstanding comments. Since the RTC meeting, DVRPC staff has prepared responses to all comments that were received during the open comment period.

DVRPC staff asked that the Board adopt the Final DVPRC FY 2020 UPWP pending the resolution of any additional comments or issues. After Board adoption, relevant edits will continue to be incorporated and the final document will be produced and sent to the funding agencies.

To support certain projects that the Board has selected for the DVRPC FY20 UPWP, selected minor TIP Actions will need to be made to the FY18 TIP for New Jersey and the FY19 TIP for Pennsylvania as noted.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

MOTION by *Mr. Squilla*, seconded by *Dr. Arkoosh* that the Board adopt:

The final FY20 Unified Planning Work Program, pending the resolution of any outstanding comments and issues. Further, approve the actions to amend or modify the FY18 TIP for New Jersey and the FY19 TIP for Pennsylvania as required.

7. 2018 Transportation Safety Analysis and Plan

Kevin Murphy, DVRPC Manager, Office of Safe Streets, explained that the Transportation Safety Analysis and Plan (<https://www.dvrpc.org/Products/18021/>) is the region's framework for improving safety. This data-driven plan is focused on 13 emphasis areas that were contributing factors in 98 percent of the crash fatalities and serious injuries (KSI) that occurred on average from 2013 to 2015. During that time, an average of 81,000 crashes occurred per year in the nine-county region. Crashes from this three-year period claimed the lives of 1,105 people, and seriously injured another 2,896. In 2016, regional KSI surpassed the previous three-year average, continuing an upward trend began in 2014. In 2017, regional fatalities increased by 10 percent, and overall KSI increased 3 percent. The plan highlights the existing safety programs of regional partners, supports important safety work at the county, state, and federal levels, and incorporates performance measures to help track progress. The plan's recommended strategies were developed in collaboration with DVRPC's Regional Safety Task Force (RSTF).

This plan update is the fifth edition of the TSAP that the DVRPC Board has accepted since the first in 2007. The 2018 update builds on prior work and continues to advance DVRPC's long-range Connections 2045 Plan for Greater Philadelphia (DVRPC Publication #17039). This edition of the TSAP includes municipal data, emphasis area KSI significance by county, and trend data by county for years 2010 to 2016, as well as key strategies for improving safety in each emphasis area.

DVRPC Executive Director Barry Seymour noted that copies of the document are available on the table and online and commented that this is important work on the bi-state level.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Madden*, seconded by *Ms. Kichline* that the Board accept:

The 2018 Transportation Safety Analysis and Plan.

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

PRESENTATION ITEM

8. Status on PennDOT Interstate Management Program

Melissa Batula, Chief of the PennDOT Highway Delivery Division, Bureau of Project Delivery, provided an update from the Interstate Steering Committee on the current conditions and needs of the state-wide Interstate System and PennDOT's efforts to-date. Kevin Madden, Delaware County, asked if funding was available for improvements, could PennDOT project what conditions would look like. Ms. Batula responded that there is currently no tool in place to show what conditions would look like but that PennDOT is working on that. Mr. Madden asked if I-76 and I-95 are the biggest issues in our area. Ms. Batula responded that they are the biggest issues.

DISCUSSION ITEM

9. One Minute Reports

DRPA, Barbara Holcomb, reported that PATCO turns 50 this year and will be holding several celebratory events. One of the events is a presentation at the February 12 RTC meeting. On February 15 PATCO will be throwing a kickoff celebration at Woodcrest Station.

Jim Ritzman, PennDOT, thanked Ms. Batula for her presentation and noted that before things were managed through the interstate system there were issues with funding in local areas, with some areas having the funding and some not. The interstate system allows the state to systematically look at all issues across the state and determine where to do the work. Mr. Ritzman reported that in Harrisburg there are discussions about widening I-81 and I-83. From a freight perspective this is important and discussions will continue. The 2021 TIP kicked off this week and PennDOT has to give a best guess as to what funding will be available at the federal and state levels. It is assumed that lower volume roads will take a hit in terms of funding for improvements

through the interstate system. Secretary Richards will be talking about the interstate system's needs and issues on the state level.

Christopher Puchalsky, City of Philadelphia, reported that the City has a lot of paving needs and 130 miles require paving each year with 85 having been paved so far. The City also completed 1,500 ADA ramps.

Michelle Kichline, Chester County, reported that the county is hard at work on the county's trail system. The plan is to eventually link Philadelphia to Lancaster.

PA DCED, Aliyah Stanger, reported that the Commonwealth Authority will be making decisions on Multimodal Funding this week.

Nedia Ralston, PA Governor's Policy and Planning Office, reported that the state has started a Mentor-Protégé program. The purpose of the program is to enhance the ability of Small Diverse Businesses (SDBs) to compete for Commonwealth non-highway capital construction and supplies and services procurement opportunities. The program expands efforts to identify and respond to the developmental needs of Small Diverse Businesses. The program hopes to encourage prime contractors and/or suppliers to provide developmental assistance to Small Diverse Businesses to help them successfully solicit and perform on Commonwealth contracts.

10. Executive Director's Report

a. NJ Governor Phil Murphy Signs Senate Bill 630

Mr. Seymour reported that New Jersey Governor Phil Murphy recently signed Senate Bill 630 which revised NJ Transit's Board membership and allows NJ members of the DVRPC Board to appoint a member to the NJ Transit Board. Additionally DVRPC also gets to appoint two members to a passenger advisory committee from southern NJ. Mr. Seymour noted that more information will follow.

b. PATCO's 50th Anniversary

Mr. Seymour noted that a flyer about PATCO's 50th anniversary is in the Board packets.

c. Healthy Communities Task Force's Racial Equity Workshops

Mr. Seymour called the Board's attention to two racial equity workshops that DVRPC's Healthy Communities Task Force will be holding on January 30, 2019 and February 26, 2019. Mr. Seymour noted that there are still spaces available and he encouraged Board members and their staffs to attend.

d. 2045 Plan videos and website

Mr. Seymour reported that the 2045 Long-Range Plan videos and website are up and available for viewing. There are five videos to view. Mr. Seymour thanked Board members for their participation.

e. FY18 Annual Report

Mr. Seymour noted that DVRPC's FY 2018 Annual Report is out and has been sent to Board members and their staffs.

f. Draft Certification Review report and findings

Mr. Seymour reported that DVRPC underwent the annual certification review in the fall and received the preliminary findings. The final report has not yet been received because FTA is not able to provide it due to the government shutdown.

g. Futures Group meeting

Mr. Seymour called the Board's attention to a Futures Group meeting which will take place on February 15 at DVRPC.

h. Future of Transportation event

Mr. Seymour noted that DVRPC has organized the Future of Transportation event on March 21 at the Free Library of Philadelphia. Secretary Richards, SEPTA's Jeff Knueppel, the City of Philadelphia's Mike Carroll, and more will be in attendance. Mr. Seymour encouraged Board members to attend.

i. New Releases

Mr. Seymour mentioned several new reports, including the Transportation Safety Analysis and Plan, DVRPC Public Participation Plan, and Station Area Planning for the Norristown High Speed Line Extension.

11. Committee Reports

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

- (1) Regional Technical Committee
- (2) Regional Safety Task Force
- (3) Delaware Valley Goods Movement Task Force
- (4) Information Resources Exchange Group
- (5) Regional Aviation Committee

(6) Central Jersey Transportation Forum

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:44 a.m. on a

MOTION by *Ms. Morton*, seconded by *Mr. Cappelli*.

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.

Alison Hastings, Acting Recording Secretary