

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 28, 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	Mike Russo
New Jersey Governor's Appointee	Adam Sternbach
Pennsylvania Department of Transportation	James Ritzman
	Jim Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Rich Brahler
Chester County	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Jody Holton
Burlington County	Mark Remsa
Camden County	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	Jeffrey Wilkerson

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	Elizabeth Smith
New Jersey Transit Corporation	Lou Milan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Sachin Shankar

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

Barbara Holcomb
Rohan Hepkins
(not represented)

Aliyah Stanger

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, Karin Morris, Elise Turner, Paul Smith, Rick Murphy, Shoshana Akins, Natalie Cramer, Van Doan, Tom Keenan, Kwan Hui, Jesse Buerke, Karen Cilurso, Chris Linn, Shawn Megill-Legendre, Andrew Svekla, Katie Nash, Brett Fusco, Rob Graff, and Renee Wise.

Guests

City of Philadelphia Planning Commission
PennDOT District 6
CH Planning
Alta Planning and Design

David Kanthor
Jonathan Korus
Charnelle Hicks
Adam Supplee

Call to Order - Chair's Comments

Chair Nedra Ralston called the meeting to order at 10:05 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 but DVRPC Executive Director Barry Seymour noted that a public comment was submitted on a non-agenda item stating that more funding should go to farmland and open space preservation.

ACTION ITEMS

1. Minutes of Meeting of February 28, 2019

The Board adopted the following **motion**:

MOTION by *Mr. Madden*, seconded by *Ms. Burritt*, to approve the minutes of February 28, 2019.

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

2. Transportation Improvement Program (TIP) Actions

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

a. NJ18-073: Pavement Preservation (DB #X51), Statewide

NJDOT has requested that DVRPC modify the FY2018 TIP by increasing the FY19 Engineering/ Construction (EC) phase of a NJDOT Statewide program line item, Pavement Preservation (DB #X51), by \$28,570,000 NHPP from \$37,302,000 (\$24,589,000 NHPP/\$7,713,000 HWYINF/\$5,000,000 STBGP) to \$65,872,000 (\$53,159,000 NHPP/\$7,713,000 HWYINF/\$5,000,000 STBGP). All three MPOs in NJ must approve this action in order for NJDOT to modify this Statewide program with Statewide funding in the NJDOT FY2018 Statewide TIP (STIP).

The additional funds would provide for two projects in the DVRPC and SJTPO regions: Route 55, Leaming Mill Road (CR 684) to Ellis Mill Road (CR 641) at \$23,470,000 in Gloucester County (Elk, Franklin, and Clayton), Cumberland County (Millville and Vineland), and Salem County (Pittsgrove); and Route 72 from Route 70 to Savoy Boulevard and Stevens Road to Ash Road (DB #19334) at \$5,100,000 in Burlington County (Woodland) and Ocean County (Barnegat). Based upon the age of the last treatment and visual condition survey, the pavement for both roadway sections have reached the condition at which it needs to be preserved to avoid more severe deterioration and avoid or reduce future major rehabilitation costs. Both roadway sections were identified on the 2018 NJDOT Pavement Management System (PMS) Pavement Preservation project list.

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$28,570,000 NHPP

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ18-073, NJDOT's request that DVRPC modify the FY2018 TIP for New Jersey by increasing the FY19 Engineering/ Construction (EC) phase of a NJDOT Statewide program line item, Pavement Preservation (DB #X51), by \$28,570,000 NHPP from \$37,302,000 (\$24,589,000 NHPP/\$7,713,000 HWYINF/\$5,000,000 STBGP) to \$65,872,000 (\$53,159,000 NHPP/\$7,713,000 HWYINF/\$5,000,000 STBGP).

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

b. US 202, Township Line Road to Morris Road (61N) (MPMS #63490), Montgomery County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the construction phase, of the US 202, Township Line Road to Morris Road (61N) – MPMS #63490, by \$12,854,000 (FY19: \$1,140,000 NHPP/\$202,000 STU/\$336,000 State 581; FY20: \$1,929,000 NHPP/\$482,000 State 581; FY21: \$1,929,000 NHPP/\$482,000 State 581/\$2,149,000 Other; FY26: \$1,000,000 NHPP; FY27: \$3,205,000 STU) and update the project description. The “Other” funding is from non-participating cost paid for by the utilities and township sewer authorities. This is not a cost increase.

This section of US 202 is a \$58,643,000 construction project that was fully funded on the FY2017 TIP, however, the processing of the 4232 submission did not take place before the end of the 2018 federal fiscal year. As a result, these additional funds (\$12,854,000) were not applied to the project at that time and must be added to the current program. The \$58,643,000 construction cost is broken down accordingly:

\$11,600,000 obligated federal funds
\$9,999,000 encumbered state funds
\$24,190,000 currently programmed on FY2019 TIP for construction conversion
\$12,854,000 construction funding increase in FY2019 to replace what was not obligated in FY2017 TIP

This project provides for the widening of the existing US 202 (DeKalb Pike) from two lanes to five lanes, including a center turn lane, between Township Line Road and Morris Road in East Norriton & Whitpain Townships, Montgomery County. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed and a coordinated ITS and traffic signal operating system will be integrated into the project. Improvements will also take place at two offline intersections, North Wales Road/Township Line Road and Arch Road/Township Line Road, to improve traffic flow through the area during construction. Work will also include post-construction stormwater management facilities, replacement of five box culverts, construction of a sound wall, drainage improvements, traffic signals, signing, ITS

networking components, utility installation/relocation, concrete curb and concrete sidewalk, pedestrian curb ramps, guiderail, pavement markings, signing, landscaping and other miscellaneous construction.

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment since this project was included in the regional air quality conformity analysis.

Cost and Source of Funds:

\$12,854,000 (\$5,998,000 NHPP/\$3,407,000 STU/\$1,300,000 State 581/\$2,149,000 Other).

One public comment was received from Leonard Fritz of Gloucester County asking if any provisions will be made for bicycles and other modes of transportation besides pedestrians and vehicles. A response from DVRPC followed.

c. PA19-39: I-95: Bridge Repairs (95/MB4) (MPMS #107709), City of Philadelphia

Mr. Seymour noted that a revised "pink sheet" is included in the Board packets. PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the construction phase, of the I-95: Bridge Repairs (95/MB4) – MPMS #107709, by \$7,551,000 (FY19: \$838,000 NHPP/\$1,350,000 STU/\$243,000 State 581; FY20: \$2,304,000 NHPP/\$256,000 State 581; FY21: \$2,304,000 NHPP/\$256,000 State 581) and update the project description.

Due to the recent bi-annual inspections, additional repairs are required on 10 of the 12 structures located in areas of high traffic volume on I-95. These structures are exposed to various weather conditions and standard deterioration of materials, which classified these bridges in the category of fair and poor condition. This project aims to extend the lifespan of the bridges by a minimum of 10 years. Additionally, this project includes the repair or replacement of the high mast lighting poles on I-95 located near the Philadelphia International Airport. The structures in the following table will require substructure concrete and beam repairs, replacements of leaking deck expansion joints and frozen sliding plate bearing. Because of the additional work, the maintenance and protection of traffic (MPT) and mobilization costs have increased as well.

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$7,551,000 (\$5,446,000 NHPP/\$1,350,000 STU/\$755,000 State 581

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-38, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the construction phase, of the US 202, Township Line road to Morris Road (61N) – MPMS #63490, by \$12,854,000 (FY19: \$1,140,000 NHPP/\$202,000 STU/\$336,000 State 581; FY20: \$1,929,000 NHPP/\$482,000 State 581; FY21: \$1,929,000 NHPP/\$482,000 State 581/\$2,149,000 Other; FY26: \$1,000,000 NHPP; FY27: \$3,205,000 STU) and update the project description.

PA19-39, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the construction phase, of the I-95: Bridge Repairs (95/MB4) – MPMS #107709, by \$7,551,000 (FY19: \$838,000 NHPP/\$1,350,000 STU/\$243,000 State 581; FY20: \$2,304,000 NHPP/\$256,000 State 581; FY21: \$2,304,000 NHPP/\$256,000 State 581) and update the project description.

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

d. PA19-40: 2018 Philadelphia ADA Ramps (MPMS #111409), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project to the TIP, MPMS #111409 – 2018 Philadelphia ADA Ramps, in the amount of \$3,700,000 for construction in FY19 (\$112,000 State 581), FY20 (\$2,461,000 State 581), FY22 (\$766,000 State 581), and FY23 (\$361,000 State 581).

PennDOT 6-0 resurfaces state highways as pavement conditions warrant and as funding is available. As per Title II of the Americans with Disabilities Act (ADA), these

alteration projects require the removal of existing pedestrian access barriers when they are located within the limits of the work. This project will improve ADA facilities along four main roadways in the City of Philadelphia (Broad Street, City Avenue, Walnut Street, and Market Street). There are approximately 361 ADA ramps at 136 intersections along these corridors. The resurfacing work was broken out under a different contract and has already been completed and PennDOT must now complete the ADA ramp work. To facilitate the construction of both the resurfacing work and the ADA ramp work, PennDOT commonly advances these work items via separate construction contracts.

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$3,700,000 State 581 (\$112,000 in FY19, \$2,461,000 in FY20, \$766,000 in FY22, and \$361,000 in FY23).

e. PA19-41: Group W Bridges (MPMS #110664), Various Counties

Mr. Seymour noted that a revised “pink sheet” is in the Board packets. PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project to the TIP, MPMS #110664 – Group W Bridges, in the amount of \$6,116,000 for the utility and construction phase, by programming as follows: Utility in FY19 \$25,000 State 581; and construction in FY19: \$144,000 State 581, FY20 \$1,500,000 State 581, FY21: \$1,500,000 State 581, FY22: \$1,500,000 State 581, and FY24: \$1,477,000 State 581.

This project involves the rehabilitation of eight bridges in Bucks, Chester, and Montgomery Counties. All work on the existing bridge decks will be aimed at preserving the existing structures. Additional work on these bridges may include minor drainage work and substructure concrete repairs. In addition, unforeseen priority bridge repairs will be completed on structures throughout the District as part of this project. These repairs are needed to allow these structures to continue to remain in service.

The eight structures are:

County	BMS	Structure
Bucks	09-0563-0250-0000	Mountain View Road over Saw Mill Road
Bucks	09-2083-0090-1123	Stony Brook Road over Jericho Creek
Bucks	09-2103-0090-1802	South Sugan Road over Aquetong Creek
Bucks	09-2195-0010-0000	Big Oak Road over Interstate 95
Bucks	09-4029-0020-0059	Cat Hill Road over East Br. Perkiomen Creek
Chester	15-0252-0094-0945	Paoli Pike over Norfolk Southern RR
Chester	15-3195-0010-0000	Park Road over US 1 Bypass
Montgomery	46-2001-0100-1492	Morris Road over SEPTA RR

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$6,116,000 State 581

- f. **PA19-42: I-76 Slope Repair (MPMS #112232 & #112233), Montgomery County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding two new projects to the TIP, MPMS #112232 – I-76 Slope Repair Westbound and MPMS #112233 – Rock Slope Stabilization I-76 Eastbound, in the amount of \$2,975,000 for both projects. I-76 Slope Repair Westbound has a cost estimate of \$1,400,000 for preliminary engineering in FY19 (\$250,000 State 581), utility in FY19 (\$100,000 State 581), right-of-way in FY19 (\$50,000 State 581), and construction in FY21 (\$1,000,000 State 581). Rock Slope Stabilization I-76 Eastbound has a cost estimate of \$1,575,000 for preliminary engineering in FY19 (\$250,000 State 581), utility in FY19 (\$50,000 State 581), right-of-way in FY19 (\$75,000 State 581), and construction in FY21 (\$1,188,000 State 581) and FY22 (\$12,000 State 581). I-76 Slope Repair Westbound project involves the construction of permanent slope repairs along I-76 Westbound near mile post 335.3 in Upper Merion Township, Montgomery County. Slope failure has occurred along the I-76 Westbound shoulder. County maintenance forces have evaluated and performed temporary repairs, but the slope has continued to erode and fail over time. This has placed the I-76 travel lanes at risk of destabilization and failure. A more permanent solution will be required to avoid the possible closure of the roadway for repair in the event of a major slope failure. The causes of the slope failures may include water, erosion, and/or a loss of vegetative support. A site reconnaissance and investigation will be performed to assist with designing remedial measures, which may include excavation and replacement with riprap (rock used to armor bridge abutments, pilings, or other structures against scour, and water or ice erosion), excavation and stabilization with soil nails, and other measures.

Rock Slope Stabilization I-76 Eastbound involves the construction of permanent rock slope stabilization along I-76 Eastbound near mile posts 333.9 and 334.1 in Upper Merion Township, Montgomery County. Rocks, mud, and tree branches have been falling onto the I-76 Eastbound shoulders and travel lanes, which has required rock slope maintenance from County maintenance forces. These repairs have been a temporary solution in reaction to the falling debris. A more permanent solution is now required to address the situation to avoid the possible closure of the roadway in the event of a large rockfall. This rock slope contains medium to large rock blocks (up to approximately 5 feet x 5 feet x 5 feet) with about a 4 foot overhang adjacent to the roadway. There is little to no rockfall catchment area. There have been frequent rockfalls in the area, and the overhanging blocks are at considerable risk of falling. Given the minimal catchment area and the substantial size of the blocks, there is an elevated risk of the blocks falling onto the roadway shoulder or travel lanes and impacting traffic and safety. The causes of the rock slope failure may include freezethaw cycles, vegetation root jacking, and stress relief from the original construction of the roadway. A detailed site reconnaissance will be performed to assist with designing remedial measures, which may involve tree removal, rock scaling, rock bolts, concrete buttresses, mesh, horizontal drains and other items. Even though both projects share the same funding sources they will be let under separate contracts.

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$2,975,000 State 581 for both projects.

Favorable recommendation was received from the Regional Technical Committee.

Brian O'Leary, Chester County, asked if for the slope stabilization project hard shoulder running was taken into account. Ms. Schoonmaker responded that the flex lanes are in a slightly different location than where the slope stabilization is expected to happen. Barbara Holcomb, DRPA, asked if the numbers for action item 2e changed from the RTC. Ms. Schoonmaker responded that the numbers are slightly different because the construction funding has advanced since the RTC. DVRPC Deputy Executive Director John Ward noted that the consultant on the flex lane project will be coming to the RTC in May.

The Board adopted the following **motion**:

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

PA19-40, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project to the TIP, MPMS #111409 – 2018 Philadelphia ADA Ramps, in the amount of \$3,700,000 for construction in FY19 (\$112,000 State 581), FY20 (\$2,461,000 State 581), FY22 (\$766,000 State 581), and FY23 (\$361,000 State 581).

PA19-41, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project to the TIP, MPMS #110664 – Group W Bridges, in the amount of \$6,116,000 for the utility and construction phase, by programming as follows: Utility in FY19 \$25,000 State 581; and construction in FY19: \$144,000 State 581, FY20 \$1,500,000 State 581, FY21: \$1,500,000 State 581, FY22: \$1,500,000 State 581, and FY24: \$1,477,000 State 581.

PA19-42, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding two new projects to the TIP, MPMS #112232 – I-76 Slope Repair Westbound and MPMS #112233 – Rock Slope Stabilization I-76 Eastbound, in the amount of \$2,975,000 for both projects. I-76 Slope Repair Westbound has a cost estimate of \$1,400,000 for preliminary engineering in FY19 (\$250,000 State 581), utility in FY19

(\$100,000 State 581), right-of-way in FY19 (\$50,000 State 581), and construction in FY21 (\$1,000,000 State 581). Rock Slope Stabilization I-76 Eastbound has a cost estimate of \$1,575,000 for preliminary engineering in FY19 (\$250,000 State 581), utility in FY19 (\$50,000 State 581), right-of-way in FY19 (\$75,000 State 581), and construction in FY21 (\$1,188,000 State 581) and FY22 (\$12,000 State 581).

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

g. PA19-43: 37th Street Extension (MTF) (MPMS #111192), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new Multimodal Transportation Fund project to the TIP, MPMS #111192 – 37th Street Extension (MTF), in the amount of \$1,950,000 (\$1,500,000 State 411 (MTF)/\$450,000 Local) for construction in FY19. These are additional funds to the region.

This project will create a short one block connection road for vehicles with a pedestrian friendly streetscape between Market Street and Filbert Street on 37th Street in Philadelphia. This project is an award from the 2017 PennDOT Multimodal Transportation (MTF) Program.

Financial Constraint:

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

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is not regionally significant.

Cost and Source of Funds:

\$1,950,000 (\$1,500,000 State 411 (MTF)/\$450,000 Local)

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-43, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new Multimodal Transportation Fund project to the TIP, MPMS #111192 – 37th Street Extension (MTF), in the amount of \$1,950,000 (\$1,500,000 State 411 (MTF)/\$450,000 Local) for construction in FY19. These are additional funds to the region.

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

**h. PA19-44: Lenape Road over Brandywine Creek (Bridge) (MPMS #102853),
Chester County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by advancing the construction phase of Lenape Road over Brandywine Creek (Bridge) – MPMS #102853), from FY27 (\$5,376,000 STP/\$1,344,000 State 183) to FY19 (\$2,765,000 STU/\$691,000 State 183) and FY20 (\$2,611,000 STU/\$652,000 State 183); subsequently removing the final design in FY19 (\$85,000 STP/\$21,000 State 183), and the utility phase in FY20 (\$9,000 STP/\$2,000 State 183). The overall cost of the project is decreasing by \$118,000.

The design of this project advanced more quickly than expected, and the reason for the advancement of the construction phase is that the current Let date is now April 25, 2019. The final design and utility phases are no longer needed. PennDOT was able to complete all the design under the preliminary engineering phase. This project is for the rehabilitation of a stone masonry arch bridge on Lenape Road over Brandywine Creek in Birmingham Township, Chester County.

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$118,000 overall cost decrease (\$85,000 STP/\$22,000 State 183 in FY19; \$9,000 STP/\$2,000 State 183 in FY20).

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-44, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by advancing the construction phase of Lenape Road over Brandywine Creek (Bridge) – MPMS #102853), from FY27 (\$5,376,000 STP/\$1,344,000 State 183) to FY19 (\$2,765,000 STU/\$691,000 State 183) and FY20 (\$2,611,000 STU/\$652,000 State 183); subsequently removing the final design in FY19 (\$85,000 STP/\$21,000 State 183), and the utility phase in FY20 (\$9,000 STP/\$2,000 State 183).

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

i. PA19-45: Chestnut Street Bridges, Ramps (8) at 30th Street (MPMS #17816), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by reducing the construction funding, of the Chestnut Street bridges, Ramps (8) at 30th Street – MPMS #17816, by \$11,616,000 (FY19: \$1,374,000 NHPP/\$2,197,000 STU, FY20: \$1,407,000 NHPP/\$425,000 STU, FY21: \$4,000,000 NHPP, FY22: \$2,213,000 NHPP) due to low bid cost savings, and also update the description and title of the project.

This project will rehabilitate nine (9) total bridges. The five (5) poor condition Chestnut Street bridges are over 30th Street Lower, I-76 (Schuylkill Expressway), the Schuylkill River and Schuylkill River Park, the CSX freight railroad line that lies east of the Schuylkill River, and 24th Street. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (2 structures), plus Ramp A and Ramp B (off and on ramps to I-76, 2 structures). The description and title will be updated to account for the addition of the Chestnut Street over the Schuylkill River Park structure being added to this group.

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$11,616,000 overall cost decrease (\$1,374,000 NHPP/\$2,197,000 STU in FY19, \$1,407,000 NHPP/\$425,000 STU in FY20, \$4,000,000 NHPP in FY21, and \$2,213,000 NHPP in FY22).

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-45, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by reducing the construction funding by \$11,616,000 (FY19: \$1,374,000 NHPP/\$2,197,000 STU, FY20: \$1,407,000 NHPP/\$425,000 STU, FY21: \$4,000,000 NHPP, FY22: \$2,213,000 NHPP) due to low bid cost savings, and also update the description and title.

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

j. PA19-46 I-95: Pavement Preservation Northbound (MPMS #92581), Delaware County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new \$30,767,000 pavement preservation project to the TIP, Delaware County I-95 Pavement Preservation Northbound – MPMS #92581, for preliminary engineering in FY19 for \$100,000 State 581, utility in FY19 for \$210,000 State 581, and \$30,457,000 for construction in FY20 (\$3,439,000 NHPP/\$382,000 State 581), FY21: \$18,439,000 NHPP/\$2,048,000 State 581), and FY22 (\$5,533,000 NHPP/\$616,000 State 581). The advancement of this project is also contingent upon PennDOT Project Management Committee (PMC) approval.

There is a companion project for \$30,457,000, I-95 Pavement Preservation Southbound (MPMS #103744) which is funded via the Statewide Interstate Management Program, not through the DVRPC Regional Highway Program. This project will be programmed as follows for construction: FY19 (\$24,154,000 NHPP-IM/\$2,684,000 State 581-IM), and FY20 (\$3,257,000 NHPP-IM/\$362,000 State 581-IM) in the Interstate Management Program. Since the Southbound project is funded via the Interstate Management Program it is not under the purview of DVRPC.

In total, both sections combined have a cost estimate of \$61,224,000 for pavement preservation on I-95 between the Delaware State Line and the Philadelphia County Line and runs through Lower Chichester, Upper Chichester, Chester, Ridley and Tinicum Townships, and Chester City, Upland and Ridley Park Boroughs in Delaware County. Neither the Interstate Management Program nor DVRPC can absorb an additional \$61,224,000 project without detriment to their established programs. Therefore, sharing the cost would help advance and address all the preservation needs in the corridor. To cost share the project, the work needed to be separated into two MPMS projects: The projects will be let as one ECMS contract.

The condition of the pavement and riding surface has worsened significantly over the last 18 months. The past winter weather has accelerated the deterioration of the pavement. Maintaining the roadway is resulting in a considerable drain on the resources of PennDOT's Delaware County Maintenance force funding allocation. Pothole patching crews are working several days a week on maintaining the pavement. This is creating significant traffic delays along I-95 and the surrounding roads. Due to the current pavement conditions, a substantial portion of the highway was repaved last fall (2018). The goal of this work was to provide enough pavement stability and a safe riding surface to last through winter and spring. However, this repaving was only meant to provide temporary relief until this project can be let and constructed.

The existing bituminous surface on I-95 will be removed from the Delaware State Line to 2000 feet north of PA 420 (9.36 miles). The remaining concrete pavement and joints will be repaired and patched. The existing shoulders will be milled and overlaid with 2-inch Stone Matrix Asphalt Bituminous Pavement. In areas where the shoulders will be utilized for running traffic on during construction, the shoulders will be reconstructed to full depth. The existing guide rail will be removed and replaced with guide rail that meets Manual for Assessing Safety Hardware (MASH) standards. In addition, forty-two existing bridge parapets will be modified to allow for proper connection of the new MASH compliant guide rail. Several hundred feet of damaged existing concrete median barrier will require replacement, as well as 1,700 feet of existing metal median barrier, including 90 feet on the bridge over Bullens Lane, will be removed and replaced with a concrete barrier. Two acceleration lanes onto I-95 southbound at Kerlin Street and Highland Avenue will be lengthened, utilizing the existing shoulders and/or minor widening of the existing pavement. Damaged and missing traffic signs will be replaced, rumble strips will be installed as required, and durable pavement markings and raised pavement markers will be placed.

There are 35 bridges within the project limits. Seven of the structures are buried culverts requiring no work. One additional buried culvert with parapets over Sun Oil Utilities will require modifications and/or replacement of the parapets to meet current MASH standards. Four bridges (I-95 NB/SB over SEPTA, I-95 NB/SB over Darby Creek, I-95 NB over AMTRAK, and I-95 SB over AMTRAK) do not require any work currently. Of the remaining 23 structures, 11 of them have their original concrete deck, 11 have been paved, and a 12th has been paved in the northbound direction only. These 23 structures will require the following work: removal of the existing bituminous surface and repavements, along with deck patching as required and resealing and/or replacement of joints, Pier Plate dams, Modular dams, and repair of abutment spalls.

Due to the complex nature of the traffic control on this project, the Traffic Control Plan is Design-Build. Additionally, traffic control patterns and the construction schedule must be coordinated with the Delaware Department of Transportation (DelDOT).

The project is scheduled for an April 11, 2019 letting. If the project is not implemented, the structural integrity of the pavement and the ride quality will continue to degrade, even with the work done under the Resurface PA Initiative. Without further action, almost this entire stretch of I-95 will soon fall within the Fair and Poor ride quality categories, with a substantial portion falling in the Poor range.

Financial Constraint:

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.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$30,767,000 for MPMS #92581 in the DVRPC region: FY19: \$310,000 State 581, FY20: \$3,439,000 NHPP/\$382,000 State 581, FY21: \$18,439,000 NHPP/\$2,048,000 State 581, and FY22: \$5,533,000 NHPP/\$616,000 State 581.

Kevin Madden, Delaware County, asked if the noise abatement is a distinct project. Ms. Schoonmaker responded that it is a distinct project. Mr. Ward noted that when this project came to the RTC the title was slightly different because the southbound side is being handled by the Statewide Interstate Management program.

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 adopt the following TIP action:

PA19-46, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new \$30,767,000 pavement preservation project to the TIP, Delaware County I-95 Pavement Preservation Northbound – MPMS #92581, for preliminary engineering in FY19 for \$100,000 State 581, utility in FY19 for \$210,000 State 581, and \$30,457,000 for construction in FY20 (\$3,439,000 NHPP/\$382,000 State 581), FY21: \$18,439,000 NHPP/\$2,048,000 State 581), and FY22 (\$5,533,000 NHPP/\$616,000 State 581).

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

3. DVRPC Regional Trails Program Phase VII Grant Awards

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained that in fall 2018 DVRPC launched Phase VII of the Regional Trails Program, a competitive funding round open to trail projects across the DVRPC region. Applications were due in December and subsequently analyzed for eligibility, technical merit, cost-effectiveness, and quality. A selection committee, comprised of county representatives, state agency representatives and Circuit Trails Coalition leadership, reviewed the projects and met on January 31 to establish funding priorities. Funding has been proposed to study, design, and/or construct the following projects through DVRPC's Regional Trails Program with support from the William Penn Foundation. Pending approval, grants will be issued for the following projects:

1. Cobbs Creek Connector Segment A (const.), Philadelphia Parks and Recreation – \$250,000
2. Schuylkill River Trail – Lower Pottsgrove (const.), Montgomery County Planning Commission, – \$353,700
3. Parkside Cynwyd Trail (design), Philadelphia Parks and Recreation – \$165,000
4. Monocacy Trail Bridge (const.), Schuylkill River Greenway Association - \$130,500
5. Tookany Creek Trail Feasibility Study (planning), Tookany-Tacony-Frankford Watershed Partnership – \$60,000
6. Southern Chester County Circuit Trail Feasibility Study (planning), Chester County Planning Commission – \$48,000
7. CVT Route 100 Crossing Improvements (const.), Chester County – \$150,000*
8. Dreshertown Road Cross County Trail (design), Upper Dublin Twp. – \$250,000
9. Central Park to Route 313 Feasibility Study (planning), Doylestown Township – \$30,000
10. Route 202 Parkway to Bradford Dam Connector Trail (const.), Warrington Township – \$491,100
11. Bensalem Greenway Segment 6, 10, & 11 (const.), Bensalem Twp. – \$350,000
12. Darby Creek Trail – Swedish Cabin to Rosemont Ave (design), Upper Darby Township – \$77,000
13. Shirk-Hutt & Buckman Trail (const.), Upper Salford Township – \$175,000
14. Bryn Erin to CVT Connector (const.), East Whiteland Township – \$120,000

15. Trolley Trail (const.), Fairmount Park Conservancy – \$72,000
16. PECO Miracle-Nature Trail (planning), Whitemarsh Township – \$40,000
17. Plum Run Greenway Trail Phase 1 (design), East Bradford Twp. – \$115,000
18. Lawrence Hopewell Trail – Mt. Rose Distillery (const.), Hopewell Township – \$363,200
19. Lawrence Hopewell Trail – Pretty Brook Road (design), Lawrence Township – \$130,000
20. Rancocas Creek Greenway – Rowan Estate to Smithville Park (planning), Burlington County – \$165,000
21. Pemberton Rail Trail to Brendan Byrne State Forest (planning), Burlington County – \$105,000
22. D&R Canal Towpath Trail Rehabilitation in Trenton (const.), Delaware and Raritan Canal State Park – \$27,000

*Project award not to exceed \$150,000. Actual award will be based on project bids and may be lower than \$150,000.

The 22 projects above total \$3,667,500. All funding will be provided through a capital grant to DVRPC from the William Penn Foundation.

Nedia Ralston, PA Governor's Policy and Planning Office, asked if DVRPC is tracking trail usage. Mr. Linn responded that since roughly 2013 DVRPC has been using an automated user counter program and permanent automated counting stations. We have 16 across the region. We are counting bicyclists and pedestrians and the information is on our website. Maybe half of the counters are on trails funded through this program. Those permanent count stations form the basis for our cyclical counting programs and those allow us to create daily correction factors and create yearlong counts. Peter Rykard, City of Chester, asked if the current trail project planned for the City of Chester is going to be part of this Phase VII trail action. Mr. Linn responded that it is. A public comment was received from Tanya Seaman of Philadelphia County regarding the fact that bike trail funding often does not include winter maintenance, and yet trails are used year-round. DVRPC responded and the comment was also sent to Philadelphia's Department of Parks and Recreation.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Remsa*, seconded by *Ms. Holton* that the Board approve the 22

Regional Trails Program Grant Awards.

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

PRESENTATION ITEMS

4. Risks to Transportation Funding in Pennsylvania

Jim Ritzman, PennDOT's Deputy Secretary for Planning, explained that the Pennsylvania Transportation Advisory Committee has completed an analysis of the currently unfunded transportation needs in the Commonwealth, together with a series of future risks that could potentially reduce the available funding. These risks include, but are not limited to, national policy changes, state legislative action, legal challenges, and reduced fuel tax revenue due to changing technology. The findings of the analysis were presented.

Jody Holton, Montgomery County, commented that this has been her first year as chair of the Transportation Advisory Committee. She thanked PennDOT and others for helping with this report. The graphic that identified the revenue sources and which programs they feed into was very interesting. Hopefully the legislature will take this into consideration when developing the budget. Executive Director Barry Seymour noted that he asked Mr. Ritzman to do the presentation because there are issues here that affect New Jersey and Pennsylvania Board members.

5. Tourism and Transportation: Evaluating Access to Tourist Attractions in Greater Philadelphia

Karen Cilurso, DVRPC Manager, Office of Community and Economic Development, explained that in accordance with the FAST Act of 2015, DVRPC incorporated an evaluation of the economic impact of tourism and the existing multimodal accessibility of tourist attractions and potential improvements into the Fiscal Years 2017 and 2018 work programs. The process and findings were presented.

Kevin Madden, Delaware County, asked if more information on what was analyzed is available online. Ms. Cilurso responded that more information is on DVRPC's website and can be found in the full report.

DISCUSSION ITEM

6. One Minute Reports

Rohan Hepkins, PATCO, reported that PATCO continues to celebrate its 50th Anniversary. This past week there was a customer appreciation event at Westmont Station.

Barbara Holcomb, DRPA, reported that as PATCO celebrates its 50th Anniversary this year several customer appreciation events will be held throughout the year. On April 16 PATCO will be holding a customer appreciation event and a ribbon cutting for the new

elevator at Collingswood Station. On April 11 PATCO will be recognized by the City of Philadelphia with a citation at their city council meeting.

Elizabeth Smith, SEPTA, reported that SEPTA just scheduled its FY2020 operating budget meetings for mid-April and more info is available on the website.

James Ritzman, PennDOT, reported that last Wednesday PennDOT held an online public meeting to kick off the public engagement part of the 12 Year Program update which was hosted by Secretary Richards. There were over 1100 individuals involved in the meeting online. The meeting was recorded and is available on PennDOT's website. There is also an online public commenting option available until April 26.

Chris Puchalsky, City of Philadelphia, reported that a proposal for speed cameras on Roosevelt Boulevard went to the city council and the plan is to implement them hopefully by year end.

Aliyah Stanger, PA DCED, reported that the Commonwealth Finance Authority met and released funding for Multimodal Transportation Projects. For the Southeast region \$16 million was released for a total of 24 projects. For those who did not receive funding the application period is open from now until July 31 and there is no municipal match requirement.

7. Executive Director's Report

a. Future of Transportation event

Mr. Seymour reported that there was a Future of Transportation event on March 21 at the Free Library of Philadelphia. PennDOT Secretary Richards, SEPTA's Jeff Knueppel, the City of Philadelphia's Mike Carroll, and Shari Shapiro participated on a panel that he moderated. Mr. Seymour thanked Board members for their participation.

b. City and County Planning Director Meetings

Mr. Seymour noted that DVRPC has been meeting with planning directors in to discuss common issues and present successful activities of their departments.

c. CEDS Update

Mr. Seymour called the Board's attention to the fact that DVRPC will be doing a CEDS update and explained that the CEDS is a strategy-driven plan for regional economic development. It is the result of a regionally-owned planning process designed to build capacity and guide the economic prosperity and resiliency of an area or region. DVRPC held a workshop on March 15 to highlight the state of the regional economy as well as the results of the SWOT workshop. Attendees worked in small groups to discuss and refine proposed goals and objectives.

d. NJ Transit Board appointment

Mr. Seymour noted that as a result of Senate Bill 630 which revised NJ Transit's Board membership and allows NJ members of the DVRPC Board to recommend a member to the NJ Transit Board, Cedric Fulton was chosen. That recommendation was sent to the Governor.

e. Surface Transportation Reauthorization Legislation Priorities

Mr. Seymour reported that DVRPC was contacted by Senator Menendez's Office to provide ideas for Surface Transportation priorities. Mr. Seymour noted that this is just an initial list of ideas from staff. Andrew Levecchia, Camden County, commented that we should be advocating for the Gateway project in North Jersey. Kevin Madden, Delaware County, asked if this has been shared with the Governor. Mr. Seymour responded that it has. Brian O'Leary, Chester County, noted that we could ask for more flexibility with the rules and how funding is used. Mark Remsa, Burlington County, commented that the first item on the list is related to the fuel tax and we should be looking at new ways to get funding as a result of more alternative fuel vehicles on the road and less money available from the gas tax. Mr. Seymour noted there is plenty of opportunity to add or modify this priority list.

f. Air Quality Alert and VW Settlement

Mr. Seymour called the Board's attention to the Air Quality Alert and the fact that as a result of the VW settlement, New Jersey has allocated eight electric buses to Camden through NJ Transit and 827 charging outlets to 533 stations.

g. Monetary Policy Outlook Presentation

Mr. Seymour noted that Patrick Harker, the President of the Philadelphia Federal Reserve, will be speaking next week on the Monetary Policy Outlook.

11. Committee Reports

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

- (1) Regional Technical Committee
- (2) Regional Safety Task Force
- (3) Public Participation Task Force
- (4) Information Resources Exchange Group

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:43 a.m. on a

MOTION by *Mr. Levecchia*, 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, Acting Recording Secretary