

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of January 23, 2020

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	Jim Lewis
New Jersey Governor's Appointee	Dan Kelly
Pennsylvania Department of Transportation	Larry Shifflet
	Jim Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Evan Stone
Chester County	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Matthew Edmond
Burlington County	(not represented)
Camden County	Lou Cappelli
	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
	Chris Puchalsky
	Eleanor Sharpe
City of Camden	June Morton
City of Trenton	Benjamin Delisle

Non-Voting Members

Federal Highway Administration	
New Jersey Division	Brian Goodson
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	Blanca Quinde

New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Sachin Shankar
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Rohan Hepkins
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andy Bockis
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkins, Alison Hastings, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Karin Morris, Katie Nash, Natalie Cramer, Jesse Buerk, Sonia Lee, Paul Smith, Van Doan, Tom Edinger, Kevin Murphy, John Griffies, Brett Fusco, Joe Banks, Melissa Andrews, Shawn Megill Legendre, Chris Linn, Rob Graff, John Coscia, Jr., Najah Jackson, and Renee Wise.

Guests

PennDOT District 6	Jonathan Korus
Gloucester County	Vince Voltaggio
Bicycle Coalition of Greater Philadelphia	Sarah Clark Stuart
Bicycle Coalition of Greater Philadelphia	Leonard Bonarek
Ross & Baruzzini	Sean Kennedy
Resident for Regional Traffic Solutions, Inc.	Sue Herman
Dewberry Engineers	Debra Arthur
Dewberry Engineers	Ladwa Kirt
Bike Montgomery County (BCGP)	Lou Savastani

Call to Order - Chair’s Comments

Chair Sean Thompson called the meeting to order at 10:03 a.m. Mr. Thompson asked if there was any press in the room and if anyone was recording the meeting.

Public Comments on Agenda and Non-Agenda Items

Public comments were stated by Sarah Clark Stuart of the Bicycle Coalition of Greater Philadelphia regarding their newly released report “Moving the Circuit Forward” which aims to ensure the region completes 500 miles of circuit trails by 2025. The full presentation is attached here.

ACTION ITEMS

1. Minutes of Meeting of December 4, 2019

The Board adopted the following **motion**:

MOTION by *Mr. Madden*, seconded by *Ms. Floyd*, to approve the minutes of December 4, 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. NJ20-001: East Taunton Road, Tansboro Road to Route 30 (White Horse Pike) (DB #D2001), Camden County

Camden County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3,430,000 STBGP-PHILA funded project, East Taunton Road, Tansboro Road to Route 30 (White Horse Pike) (DB #D2001), for FY20 construction (CON). Cost includes construction management and inspection.

This is a non-complex project that the DVRPC NJ TIP Subcommittee has reviewed and recommends for available funding in FY20. The Subcommittee is a body that includes city, county, and transit operator representatives, including FHWA and NJDOT. NJDOT's Bureau of Environmental Program Resources and NJDOT Local Aid have also reviewed the project application, which was submitted by the project sponsor, to make a cursory determination that this project can quickly advance for authorization (obligation) in FY20. DVRPC refers to this as a "Quick Obligation" project. The region received three local "Quick Obligation" projects, totaling \$10.595 million STBGP-PHILA funds, for construction authorization in FY20. The source of funds for this project is from the line item, DVRPC, Future Projects (DB #D026), which was made available due to the delay of another project.

Roadway reconstruction will occur within the linear corridor (west edge of pavement curb to east edge of pavement) of East Taunton Road, between US Route 30 (White Horse Pike) to the north, and Tansboro Road (CR 561) to the south, in Winslow Township, Berlin Borough, and Waterford Township. The grass median between the travel lanes will remain. At the northern end, the project will start at the pavement seam across East Taunton Road (CR 536), approximately 50 feet south of the US Route 30 ramps. At the south end, the project will terminate at the concrete pavement seam along Tansboro Road (CR 561) at its intersection with CR 536 Spur. There will be no traffic signal upgrades or pedestrian accommodations improvements at the intersection of Tansboro Road (CR 561) and CR 536S since these improvements were recently completed under a County project for Tansboro Road.

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

b. NJ20-002: Lower Landing/Good Intent Road (CR 681), Camden County Line to Route 42 (DB #D2002), Camden County

Camden County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3,265,000 STBGP-PHILA funded project, Lower Landing/Good Intent Road (CR 681), Camden County Line to Route 42 (DB #D2002), for FY20 CON. Cost includes construction management and inspection.

This is a non-complex project that the DVRPC NJ TIP Subcommittee has reviewed and recommends for available funding in FY20. The Subcommittee is a body that includes city, county, and transit operator representatives, including FHWA and NJDOT. NJDOT's Bureau of Environmental Program Resources and NJDOT Local Aid have also reviewed the project application, which was submitted by the project sponsor, to make a cursory determination that this project can quickly advance for authorization (obligation) in FY20. DVRPC refers to this as a "Quick Obligation" project. The region received three local "Quick Obligation" projects, totaling \$10.595 million STBGP-PHILA funds, for construction authorization in FY20. The source of funds for this project is from the line item, DVRPC, Future Projects (DB #D026), which was made available due to the delay of another project.

This is a roadway improvement project in Gloucester Township that will include base repairs and mill and overlay surface, full depth reconstruction (where needed), and the installation of concrete vertical curb, replacement and upgrade of existing stormwater system in the Right-of-Way and replacement of handicap ramps within the project's limits.

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

c. NJ20-003: Fries Mill Road (CR 655), Route 322 to Route 42 (DB #D2003), Gloucester County

Gloucester County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3,900,000 STBGP-PHILA funded project, Fries Mill Road (CR 655), Route 322 to Route 42 (DB #D2003), for FY20 CON. Cost includes construction management and inspection.

This is a non-complex project that the DVRPC NJ TIP Subcommittee has reviewed and recommends for available funding in FY20. The Subcommittee is a body that includes city, county, and transit operator representatives, including FHWA and NJDOT. NJDOT's Bureau of Environmental Program Resources and NJDOT Local Aid have also reviewed the project application, which was submitted by the project sponsor, to make a cursory determination that this project can quickly advance for authorization (obligation) in FY20. DVRPC refers to this as a "Quick Obligation" project. The region

received three local “Quick Obligation” projects, totaling \$10.595 million STBGP-PHILA funds, for construction authorization in FY20. The source of funds for this project is from the line item, DVRPC, Future Projects (DB #D026), which was made available due to the delay of another project.

This is a pavement preservation project along Fries Mill Road (CR 655) in Washington Township, Monroe Township, and Clayton Borough that will mill and resurface existing riding surface, replace new signing and striping, and maintain/improve existing bike lanes.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ20-001, Camden County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3,430,000 STBGP-PHILA funded project, East Taunton Road, Tansboro Road to Route 30 (White Horse Pike) (DB #D2001), for FY20 CON.

NJ20-002, Camden County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3,265,000 STBGP-PHILA funded project, Lower Landing/Good Intent Road (CR 681), Camden County Line to Route 42 (DB #D2002), for FY20 CON.

NJ20-003, Gloucester County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3,900,000 STBGP-PHILA funded project, Fries Mill Road (CR 655), Route 322 to Route 42 (DB #D2003), for FY20 CON.

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

d. NJ20-004: ADA Improvements, Contract 1 (DB #D1505A), City of Camden

The City of Camden has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a \$3,750,000 STBGP-PHILA funded breakout project, ADA Improvements, Contract 1 (DB #D1505A), for FY21 CON. The cost estimate includes construction management and inspection.

This project is a breakout of STATE-DVRPC (“TTF Swap”) funded ADA Improvements (DB #D1505) that is currently under construction and is over \$6 million. The decision to breakout a new project and use federal funds is due to very limited STATE-DVRPC funds remaining to provide for existing projects. STATE-DVRPC funds are State Transportation Trust Funds (TTF) that the NJ TRANSIT exchanged with DVRPC for

federal Surface Transportation Block Grant Program (STBGP) urbanized area funds (previously known as “STP-STU”) between FY2014 and FY2018.

This project will continue the complete reconstruction of existing or construction of new ADA compliant sidewalk, curb ramps, and associated structures at the remaining 400+ various locations across the City of Camden. Crosswalks will be constructed as required or appropriate to connect opposite ADA compliant ramps at street intersections.

Financial constraint will be maintained. 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. Cappelli*, seconded by *Ms. Floyd* that the Board adopt the following TIP action:

NJ20-004, the City of Camden's request that DVRPC amend the FY2020 TIP for New Jersey by adding a \$3,750,000 STBGP-PHILA funded breakout project, ADA Improvements, Contract 1 (DB #1505A), for FY21 CON.

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

e. NJ20-005: Traffic Signal and ATMS Replacement and Upgrade Project (DB #D1905), Burlington County

Burlington County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a \$2,000,000 STBGP-PHILA funded project, Traffic Signal and ATMS Replacement and Upgrade Project (DB #D1905), back into the TIP for FY20 CON. The project was originally planned for obligation in FY19.

The project will provide for the replacement and/or upgrade of traffic signal controllers (hardware and software) and Traffic Operations Center (TOC) workstations, software, and/or monitors to enable traffic adaptive operations on the county’s Advanced Traffic Management System (ATMS). The ATMS traffic signal controllers would include traffic adaptive capabilities and Uninterruptible Power Supply (UPS) backup systems that would allow traffic lights to function during a power failure, which will increase public safety and eliminate the need to dispatch police or other service personnel to direct traffic. The equipment/hardware upgrades are planned for 91 locations with the remaining 59 needing a software upgrade. A traffic signal controller is a computer that controls the traffic signal in the field and communicates with and reports problems to the county’s TOC. The manufacturer considered existing controllers to have reached their end of life around 2009 and 2010.

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

f. NJ20-006: Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek (DB #12415), Burlington County

NJDOT has requested that DVRPC amend the FY2020 TIP for New Jersey by adding the project, Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek (DB #12415), back into the TIP for a \$28,136,000 NHPP funded CON phase in FY20. The action will also update the project description. The project was in the previous FY2018 TIP for FY19 obligation.

This is a roadway resurfacing project along Route 130 from Charlestown Road/Cooper Street (CR 630) to Crafts Creek in Burlington City and Townships of Burlington, Florence, and Willingboro of Burlington County that will extend the useful life of the roadway, as well as improve reliability and safety. It was initiated by the NJDOT Pavement Management System. Elements include some new sidewalk, new traffic signals, and various improvements to bring intersections into ADA compliance (e.g., ADA-compliant ramps, pedestrian pushbuttons, countdown signal heads). The project will also include the upgrade of five intersection along Route 130 at Cooper Street/Charleston Road, Levitt Parkway (CR 629)/Woodlane Road, and along Route 130 southbound at Wood Street, High Street, and East Federal Street/Jacksonville Road; construction of a new Route 130 northbound left-turn lane at McNeil Street; two overhead sign structures; incorporating Intelligent Transportation Systems (ITS) and installation of fiber optic cable within project limits, mid-block detectors, providing traffic adaptive signals connecting to Cherry Hill Traffic Operations Center (TOC South), and video image detection on all approaches.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The fiscal constraint chart provided by NJDOT shows that all of the adjustments taking place are in accordance with the TIP Memorandum of Understanding. All projects listed will contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

DVRPC Executive Director Barry Seymour noted that DVRPC has done a lot of design work on Route 130 in the county.

The Board adopted the following **motion**:

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

NJ20-005, Burlington County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a \$2,000,000 STBGP-PHILA funded project, Traffic Signal and ATMS Replacement and Upgrade Project (DB #D1905), back into the TIP for FY20 CON.

NJ20-006, NJDOT's request that DVRPC amend the FY2020 TIP for New Jersey by adding the project, Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek (DB #12415), back into the TIP for a \$28,136,000 NHPP funded CON phase in FY20.

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

g. NJ20-007: Paratransit Vehicles (Various DB #s), Various Counties – Flex to NJ TRANSIT: Camden County Bus Purchase (DB #D0601), Gloucester County Bus Purchase (DB #D9807), and Mercer County Bus Purchase (DB #D1011)

Camden, Gloucester, and Mercer Counties have requested, respectively, on behalf of the South Jersey Transportation Authority (SJTA), Gloucester County Division of Transportation Services (DTS), and Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) that DVRPC modify the FY2020 TIP for New Jersey by flexing (transferring) a total of \$2,009,000 CMAQ funds in FY20 from Camden County Bus Purchase (DB #D0601, \$1,015,000 CMAQ), Gloucester County Bus Purchase (DB #D9807, \$238,000 CMAQ), and Mercer County Bus Purchase (DB #D1011, \$756,000 CMAQ) to NJ TRANSIT. As part of this request, the action would also decrease Camden County Bus Purchase (DB #D0601) by \$679,000 from \$1,694,000 to \$1,015,000 CMAQ funds in FY20.

At this time, the CMAQ flex for bus purchases is programmed in the TIP to occur on a bi-annual basis in FY20, FY22, and beyond. The flex amount includes NJ TRANSIT's 10 percent administration cost and latest vehicle price estimates.

The SJTA in Camden County is requesting 7 total vehicles (6 medium duty cutaway standard floor 22–24 passenger vehicles with two securement locations, and 1 extended cutaway standard floor 14–16 passenger vehicles with two to three securement locations), plus additional features such as bike racks, destination signs, and fareboxes. The SJTA provides regional transportation service to residents for employment, social services, shopping, and education purposes, including several “shuttle to work” routes in southern New Jersey for qualified employees.

Gloucester County DTS is requesting three extended cutaway standard vehicles with 14–16 passenger seats in order to provide non-emergency medical, curb-to-curb services for senior citizens, people with disabilities, veterans, and low-income residents of Gloucester County.

Mercer County TRADE serves the elderly and people with disabilities in Mercer County and is requesting 10 total transit vehicles: 5 standard cutaway vehicles with 11–12 passenger seats, 4 extended cutaway vehicles with 14–16 passenger seats, and 1 small cutaway vehicle with 6–8 passenger seats.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ20-007, Camden, Gloucester, and Mercer Counties' request on behalf of the South Jersey Transportation Authority (SJTA), Gloucester County Division of Transportation Services (DTS), and Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) that DVRPC modify the FY2020 TIP for New Jersey by flexing (transferring) a total of \$2,009,000 CMAQ funds in FY20 from Camden County Bus Purchase (DB #D0601, \$1,015,000 CMAQ), Gloucester County Bus Purchase (DB #D9807, \$238,000 CMAQ), and Mercer County Bus Purchase (DB #D1011, \$756,000 CMAQ) to NJ TRANSIT. As part of this request, the action would also decrease Camden County Bus Purchase (DB #D0601) by \$679,000 from \$1,694,000 to \$1,015,000 CMAQ funds in FY20.

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

h. NJ20-008: Pavement Preservation (DB #X51), Various Counties

NJDOT has requested that DVRPC amend the FY2020 TIP for New Jersey by increasing the FY20 EC phase of the line item, Pavement Preservation (DB #X51), by \$24,097,000 NHPP funds from \$10,000,000 (\$8,000,000 NHPP/\$2,000,000 STBGP-FLEX) to \$34,097,000 (\$32,097,000 NHPP/\$2,000,000 STBGP-FLEX).

Funds in FY20 will provide for the following segments in Burlington County to maintain them in a state of good repair:

- Route 295, Rancocas Mount Holly Road (CR 626) to Route 130 (\$21.7 million); and
- Route 38, Route 295 to Route 206 (\$9.145 million).

To date, \$1.252 million of the existing \$8 million NHPP funds have been authorized for the following road segments:

- Route 38, CR 530/CR 612 to Route 206
- Route 38, Creek Road to Pemberton Road
- Route 38, Route 295 to Bancroft Lane
- Route 195EB, Hobson Avenue

With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The fiscal constraint chart provided

by NJDOT shows that all of the adjustments taking place are in accordance with the TIP Memorandum of Understanding. All projects listed will contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ20-008, NJDOT's request that DVRPC amend the FY2020 TIP for New Jersey by increasing the FY20 EC phase of the line item, Pavement Preservation (DB #X51), by \$24,097,000 NHPP funds from \$10,000,000 (\$8,000,000 NHPP/\$2,000,000 STBGP-FLEX) to \$34,097,000 (\$32,097,000 NHPP/\$2,000,000 STBGP-FLEX).

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

i. PA19-99: Keystone Corridor Zoo Interlocking Project (MPMS #114284), SEPTA

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Keystone Corridor Zoo Interlocking Project (MPMS #114284) to the TIP for construction in FY2020 in the amount of \$55,200,000 (\$15,140,000 FRA State of Good Repair Partnership Grant (FRA-SOGR)/\$29,020,000 FTA Section 5337/\$11,040,000 State 1516). These are additional funds to the region.

This project was coordinated with SEPTA to address functionally obsolete rail infrastructure at the Zoo Interlocking and bring the facility into a state of good repair. The project will improve performance on a highly utilized segment of the Keystone Corridor providing service to over 35,000 passenger trains and 8.4 million people each year. These improvements will provide benefits to passengers by increasing maximum operating speeds from 30 mph to 80 mph, resulting in a time savings of 70 seconds per trip, increased operational flexibility and service reliability, and improved ride quality.

The project consists of the following improvements:

- Slope stabilization, including the construction of two new retaining walls;
- State of good repair improvements to track two (through track) to create a continuous through track for westbound trains with new concrete ties and continuous welded rail, grading and drainage upgrades, and modifications to existing overhead catenary systems (OCS); and
- Track reconfiguration and state of good repair improvements on the western end of the interlocking to eliminate seven unnecessary diverging movements with the removal of one turnout, construction of new track, and various signal and OCS improvements.

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

Favorable recommendation was received from the Regional Technical Committee.

Kevin Madden, Delaware County, asked about the anticipated start date. Elizabeth Smith, SEPTA, responded that she will check with Amtrak and get back to Mr. Madden.

The Board adopted the following **motion**:

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

PA19-99, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Keystone Corridor Zoo Interlocking Project (MPMS #114284) to the TIP for construction in FY2020 in the amount of \$55,200,000 (\$15,140,000 FRA State of Good Repair Partnership Grant/\$29,020,000 FTA Section 5337/\$11,040,000 State 1516).

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

j. PA19-100: Automated Red-Light Enforcement (ARLE) Projects (Round 9), (Various MPMS#s), Various Counties

PennDOT has requested that DVRPC approve the list of projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Program Round 9/2018 ARLE funds and amend the FY2019 TIP for Pennsylvania by programming \$790,000 of State Appropriation 244 funding accordingly: \$762,000 for construction in FY20, and \$28,000 for final design in FY20. These are additional funds to the region.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The Pennsylvania Department of Transportation distributes the funds via a grant program specifically designated for transportation safety improvements. Municipalities may apply for these grant moneys to pay for eligible roadway-enhancement, safety, and congestion projects.

Projects were scored by PennDOT using criteria that included project benefits and effectiveness, cost, local and regional impact, and cost sharing.

The DVRPC Region was awarded a total of \$790,000 to advance the following two projects:

Montgomery County

- Traffic Signal Upgrade (MPMS #113533) - \$190,000 to improve the existing signalized intersection of Meetinghouse Road and Fox Chase Road by completing a full modernization of the intersection's signal equipment, including

updated detection, pedestrian push buttons and ADA curb ramps.

City of Philadelphia

- Fiber Optic Network Signal Integration (MPMS #113537) - \$600,000 to expand and upgrade arterials in the City of Philadelphia by integrating them into an automated traffic management system. New signal controllers are being interconnected with single-mode fiber optic cable.

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

k. PA19-101: Green Light Go Projects (Year 5) (Various MPMS#s), Various Counties

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by approving eight projects selected as part of PennDOT's Statewide Green Light Go program (year five) and adding the projects to the TIP for Construction in FY20. Green Light Go funds are "A-073" state funding. The \$2,500,000 for these projects are additional funds to the region.

The Green Light-Go Program is a competitive statewide program established by Act 89 of 2013 to provide state grant funds for the operation and maintenance of traffic signals along critical and designated corridors on state highways. Act 89 allocated up to \$10 million for state fiscal year 2014/15, up to \$25 million for state fiscal year 2015/16 and up to \$40 million for state fiscal year 2016/17 and beyond. Critical corridors are defined as state highways with AADT greater than 10,000 and/or a traffic signal at the end of a Limited Access Ramp. Designated corridors are state highways with AADT of less than 10,000. Act 101 of 2016 provided updates to the program by reducing the applicant match from 50 to 20 percent, expanding eligible applicants to planning partners and counties, and allowing all projects to be led by applicants. Eligible projects for the program include: Study and removal of unwarranted traffic signals; traffic signal retiming; development of detour, special event and operations plans; LED replacement; asset management; traffic signal operations (real-time monitoring); traffic signal maintenance; innovative technologies (e.g. adaptive signals); communications; connections back to a Traffic Management Center; detection, controller, or modernization upgrades (poles, etc.); and other traffic signal improvements.

PennDOT held a competitive round for the fifth year of Green Light-Go funding and made \$31 million available for projects across the state. The DVRPC region received \$16,396,000 for 24 projects across the region. In December of 2018, the DVRPC Board approved 17 projects from this round. In February 2019, the board approved 7 more projects to be added to the TIP.

Following is the list of Statewide Green Light-Go funded projects that were awarded funding in the DVRPC region:

Various Counties

ITS Maintenance Contract 2020 (MPMS #13008) - \$750,000 to maintain and repair the planned and existing Intelligent Transportation System (ITS) equipment in the following locations: I-476 from I-95 to the Pennsylvania Turnpike; I-676 from I-95 to I-76; I-76 from US 202 to Penrose Avenue; US 422 from US 202 to PA 29; US 202 from north of Town Center Road to Business Route 1; PA 413 at I-95 Interchange; PA 63 from I-95 to US 1; US 13 at PA 63 interchange; US 30 Bypass From US 202 to PA 340; PA 100 from US 202 to PA Turnpike overpass; PA 23 from Matsonford Road to City Line Avenue; US-1 from I-76 to 9th Street; US-1 from the PA Turnpike to Pennsylvania Avenue; PA 309 from Easton Road to Doylestown Road; and US 202 Parkway from north of Hancock Road to PA 611.

Chester County

PA 29 Automated Traffic Signal Performance Measures (MPMS #113903) - \$196,000 to initiate the use of automated traffic signal performance measures (ATSPM) and provide the township with the means to efficiently manage traffic along the corridor at five intersections along PA 29 from the intersection at Valley Stream Parkway in the north to the intersection at Wyeth Drive/Brennan Boulevard in the south.

Schuylkill Township Detector Upgrades (MPMS #113904) - \$64,000 to modernize the existing signal equipment at the intersections of Valley Forge Road (PA 23) and Ferry Lane/Country Club Road, as well as at Valley Forge Road (PA 23) and Pawlings Road to include video vehicle detection.

Montgomery County

Washington Lane and Shoppers Lane Intersection Safety Improvements (MPMS #113914) - \$227,000 to install crosswalks and upgrade the pedestrian and traffic signals at the intersection of Washington Lane and Shoppers Lane in Wyncote in order to modernize its signal technology and increase pedestrian safety.

Greenwood Avenue/Longfellow Road/Rices Mill Road Intersection Update II (MPMS #113915) - \$310,000 to upgrade mast arms and signal supports, install radar detection, a new control cabinet and conduit, and install pedestrian push buttons with countdown timers at the intersection of Greenwood Avenue, Longfellow Road, and Rices Mill Road.

York Road Rail Crossing Improvements (MPMS #113916) - \$160,000 to make operation and safety improvements and modifications to traffic signals along York Road at Davisville Road and Easton Road which include supervised interconnect circuits, gate down circuitry, a railroad pre-emption test panel, a max pre-emption timer, and fiber optic blank out signs as needed, as well as adding a pedestrian crossing at the intersection of York Road and Davisville Road.

Egypt Road Traffic Signals Performance Measures, Etc. (MPMS #113917) - \$342,000 to initiate the use of automated traffic signal performance measures (ATSPM) and provide the township with the means to efficiently manage traffic along the corridor at three intersections; Egypt Road and Surrey Lane, Egypt Road and Park/Pawlings Road, and Egypt Road and Crawford Road.

Montgomery Township GLG – PA 309 and Horsham Road (MPMS #113918) - \$400,000 to replace the signal poles, standards, heads, signs and wiring which are all at or near the end of their useful cycle life.

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. Edmond*, seconded by *Mr. O’Leary* that the Board adopt the following TIP actions:

PA19-100, PennDOT’s request that DVRPC amend the FY2019 TIP for Pennsylvania by approving the list of projects selected as part of PennDOT’s Automated Red-Light Enforcement (ARLE) Program Round 9/2018 ARLE funds and amend the FY2019 TIP for Pennsylvania by programming \$790,000 of State Appropriation 244 funding accordingly: \$762,000 for Construction in FY20, and \$28,000 for Final Design in FY20.

PA19-101, PennDOT’s request that DVRPC amend the FY2019 TIP for Pennsylvania by approving eight projects selected as part of PennDOT’s Statewide Green Light Go program (year five) and adding the projects to the TIP for Construction in FY20 totaling \$2,500,000 State A-073. These are additional funds to the region.

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

I. PA19-102: Town Center at Marple Preserve TIIF (MPMS #103734), Delaware County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new statewide Transportation Infrastructure Investment Fund (TIIF) project, Town Center at Marple Preserve (MPMS #103734) and program \$3,000,000 e581

funds for construction (\$1,500,000 e581 in FY21 and \$1,500,000 e581 in FY22). These are additional funds to the region from PennDOT's TIIF program.

This TIIF project includes intersection and turning lane improvements on Sproul Road from Old Marple Road to Lawrence Road in Marple Township, Delaware County. The list of improvements includes:

- Adding a second left-turn lane from Lawrence Road onto southbound Sproul Road;
- Converting the northbound right turn lane on Sproul Road to a shared through/right-turn lane at the Lawrence Park Shopping Center/Williamsburg Drive intersection;
- Adding a second southbound through lane on Sproul Road at Springfield Road;
- Adding left-turn lanes in both directions at the intersection of Sproul Road and Old Marple Road/Old Sproul Rd;
- Adding southbound left-turn lanes on Springfield Road at the intersection with Eagle Road;
- Adding new traffic signals at Sproul Road and the (future) Town Center driveway/Cemetery Driveway; and
- Adding center turn lanes on Sproul Road between Springfield Road and Crum Creek Road.

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

Kevin Madden, Delaware County, requested that this action be tabled.

The Board adopted the following **motion**:

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

PA19-101, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by approving eight projects selected as part of PennDOT's Statewide Green Light Go program (year five) and adding the projects to the TIP for Construction in FY20 totaling \$2,500,000 State A-073. These are additional funds to the region.

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

m. PA19-103: Station Road Bridge Over Chester Creek (CB #234) (MPMS #15183), Delaware County

Delaware County has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a Preliminary Engineering phase to the Station Road Bridge Over Chester Creek (CB #234) project (MPMS #15183) in the amount of \$375,000 Act 13 funds in FY20.

This project involves rehabilitating or replacing Station Road over Chester Creek in Thornbury Township, a single span bridge. The Station Road bridge is a one lane, reinforced concrete T-beam bridge constructed in 1914 over Chester Creek in Thornbury Township. The purpose of the project is to correct the structural and safety deficiencies of the bridge to provide a safe and efficient crossing over Chester Creek. The bridge serves residents with local deliveries, school bus transportation, emergency services and access to the local post office located south of the crossing.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Act 13 Marcellus Shale funds are proposed to finance this project that is anticipated to advance during the 2020 state fiscal year.

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. Madden*, seconded by *Ms. Burritt* that the Board adopt the following TIP action:

PA19-103, Delaware County's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a Preliminary Engineering phase to the Station Road Bridge Over Chester Creek (CB #234) project (MPMS #15183) in the amount of \$375,000 Act 13 funds in FY20.

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

n. PA19-104: Stormwater Management 2019 (MPMS #113162), Various Counties

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Stormwater Management 2019 project (MPMS #113162) to the TIP in the amount of \$1,500,000 State 581 for the Construction phase in FY20.

This project consists of repairs to eleven (11) stormwater control measures (SCM) across Bucks, Chester, and Delaware Counties in order to maintain compliance with the National Pollutant Discharge Elimination System (NPDES)/MS4 stormwater compliance program in Pennsylvania. The need for SCM repairs has been identified in Bucks, Chester, and Delaware counties at the following locations:

- Three sites are located along PA 13 in Bucks County
- Three sites are located along US 202 in Chester County

- One site is located on PA 41 Chester County
- One site is located on PA 100 in Chester County
- One site is located on PA 29 in Chester County, and
- Two sites are located on the US 322 exit ramp to PA 291 and the US 322 on-ramp from PA 291, in Delaware County

These SCMs have been identified through the Visual Site Inspections (VSI's) which are occurring as part of the statewide NPDES/MS-4 stormwater compliance program. Specific site work will include re-grading, re-planting, inlet and outlet structure repairs, channel restoration, and similar reconstruction work.

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

o. PA19-105: PA 663 Slope Restoration (MPMS #114171), Bucks County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the PA 663 Slope Restoration project (MPMS #114171) to the TIP in the amount of \$250,000 (\$200,000 FFL/\$50,000 State 581) for the Construction phase in FY20.

Along with a state match, Federal Flood (FFL) funds will be used to fund this project, as it was approved through the Federal Highway Administration (FHWA) via a Damage Inspection Report (DIR) in October 2018.

This project will repair the slope at PA 663 caused by an embankment failure which occurred after heavy storms and localized flooding of the Unami Creek in August 2018. The location of the embankment failure is within the limits of the Allentown Road and PA 663 Bridges (2) Over Licking Creek project (MPMS #13440) and the slope repair was able to be integrated into the project; however, permitting and municipal concerns have resulted in the delay of MPMS #13440. District 6-0 is seeking to move forward with a permanent solution to address the embankment failure separate from MPMS #13440 at this time.

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. Stone*, seconded by *Mr. Madden* that the Board adopt the following TIP actions:

PA19-104, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the Stormwater Management 2019 project (MPMS #113162) to the TIP in the amount of \$1,500,000 State 581 for the Construction phase in FY20.

PA19-105, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the PA 663 Slope Restoration project (MPMS #114171) to the TIP in the amount of \$250,000 (\$200,000 FFL/\$50,000 State 581) for the Construction phase in FY20.

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

3a. DVRPC FY2020 Work Program Amendment: Regional Street Light Procurement Program (RSLPP) Crash Statistics Study

Kevin Murphy, DVPRC Manager, Office of Safe Streets, explained that DVRPC has created a timely opportunity to conduct a statistical analysis of the relationship between roadway lighting and driving safety. Data is currently limited on the commonly-perceived driving safety benefits of conversion from sodium or mercury vapor street lighting to broad-based spectrums of light-emitting diodes (LEDs). While a few related studies have been conducted under controlled conditions, these differ significantly from actual driving situations that involve a complex combination of conditions. The best available indicators of driving safety are the statistical crash data obtained from actual driving conditions.

To test the influence of different lighting characteristics on traffic crashes, separate study areas defined within Bucks, Chester, Delaware, and Montgomery counties will be used that correspond to the two phases of DVRPC's Regional Street Light Procurement Program (RSLPP), a program that is converting over 60 municipal street lighting systems to energy and cost-efficient LEDs. Funding will be \$75,000 from the Pacific Northwest National Laboratory (PNNL).

DVRPC Executive Director Barry Seymour commented that this contract is a little bit unusual and noted that DVRPC is still working out some of the details.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Ms. Sharpe*, seconded by *Mr. O'Leary* that the Board:

Amend the FY 2020 Work Program to include the *RSLPP Crash Statistics Study* pending approval of contractual details.

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

3b. DVRPC FY2020 Work Program Amendment: Water Table

Patty Elkis, DVRPC Director of Planning, explained that the William Penn Foundation (WPF) has demonstrated the power of collaboration for clean water through their Delaware River Watershed Protection Program over the last seven years. Through its grant making, the WPF is strategically aligning efforts of high-capacity organizations to prioritize their work to restore degraded areas, protect important landscapes, encourage innovations in green infrastructure and financing, and measure the scientific impact of the on-the-ground work. In 2015, WPF funded DVRPC to identify what incentives are needed and which barriers need to be removed to facilitate more actions by municipalities that improve and maintain water quality. The DVRPC effort brought local governments and nonprofits together to build relationships, share information and solve problems, resulting in 15 Action Items that various stakeholders are pursuing for implementation.

The Water Table project builds on that success by investigating what could happen if the water user community (water utilities, industrial water users, and the port community) was brought into the conversation with the nonprofit conservation and government communities. As the regional planning organization for the Greater Philadelphia area, DVRPC brings knowledge and experience with various disciplines and a balanced approach, coupled with convening power, to bring diverse constituencies together to craft solutions.

The Water Table invites the different sectors to the table, together, to build understanding and relationships and a shared agenda of collaborative initiatives. Bringing these water users and resource managers to the table builds on our collective culture of sharing and learning. Ultimately, having more water users and resource managers collaborate will result in better alignment of efforts, new projects, and possible new and sustainable sources of funding for future Delaware River Watershed initiatives.

DVRPC is the project manager and primary convener of the Water Table, working closely with partners from Water Resources Association of the Delaware River Basin (WRADRB), Partnership for the Delaware Estuary (PDE), and others, to connect with a broad water user community. The study area boundary is the nine-county DVRPC region (Bucks, Chester, Delaware, Montgomery and Philadelphia counties in PA, and Burlington, Camden, Gloucester and Mercer counties in NJ).

The key activities for this one year effort are to 1) identify and convene a steering committee; 2) gain a better understanding of various sectors' knowledge and perceptions of each other through in-depth interviews; 3) create maps showing areas of overlap; 4) bring stakeholders together in facilitated meetings to break down knowledge barriers, improve understanding, forge relationships, and collectively identify efforts to implement projects to improve water quality; and 5) develop an Action Plan representing shared commitments from Water Table participants. This project is intended as a multi-

year project that will seek additional funding support to continue advancing the burgeoning collaborations and project development ideas initiated in year one.

DVRPC was invited by WPF staff to submit an application for this project, and is expecting to hear of WPF approval for a grant of \$82,500 to DVRPC in January. DVRPC will retain \$54,500 and \$28,000 will be provided to partner organizations Partnership for the Delaware Estuary and Water Resources Association of the Delaware River Basin, as well as stipends for nonprofit participation. Note that the map making portion of this effort is utilizing remaining funds from the previous WPF effort on municipal actions to improve water quality.

Kevin Madden, Delaware County, commented that this sounds like a great project. Barbara Holcomb, DRPA, thanked Patty for all her work on this. DVRPC Executive Director Barry Seymour noted that this project is a collaborative effort and a lot of work went into this.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Madden* seconded by *Mr. Edmond* that the Board:

Amend the FY 2020 Work Program to include the *Water Table* project, contingent on funding approval from the William Penn Foundation.

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

4. Adoption of DVRPC Fiscal Year 2021 Unified Planning Work Program

DVRPC's FY21 Unified Planning Work Program (UPWP) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2020 through June 30, 2021. 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 4, 2019 meeting, the DVRPC Board authorized release of the Draft FY21 Unified Planning Work Program for distribution and review, with a public comment period scheduled to run from December 5, 2019 to January 7, 2020. At the time of the Regional Technical Committee (RTC) meeting on January 7th, DVRPC staff was in the process of preparing responses to comments that were received during the public comment period. The RTC recommends that the Board adopt the Final FY21 UPWP, pending the development of any outstanding comments. Since the RTC meeting on

January 7th, DVRPC has received additional comments. Responses to those comments are being developed and will be presented at the Board Meeting.

DVRPC staff is asking that the Board adopt the Final DVPRC FY 2021 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 FY21 UPWP, the attached TIP Actions will need to be made to the FY2020 TIP for New Jersey and the FY2019 TIP for Pennsylvania.

Kevin Madden, Delaware County, thanked DVRPC for including the bicycle and pedestrian planning program in the Work Program. He noted that when he lived in New York City in the 2,000's there were questions about the viability of biking. Reducing strain on the roads and reducing SOV trips is so important and this project is an advancement to make it possible. DVRPC Executive Director Barry Seymour thanked PennDOT for their efforts on this.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

That the Board adopt the Final FY21 Unified Planning Work Program, pending the resolution of any outstanding comments and issues. Further, approve the actions to amend or modify the FY2020 TIP for New Jersey and the FY2019 TIP for Pennsylvania as required.

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

5. 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. Staff will also present the significant progress determinations for both sets of targets.

Brian O'Leary, Chester County, asked why there is such a huge change from the baseline to the current numbers. Mr. Boyer responded that this is just 2018 and not the five year rolling average. Mr. Boyer noted that 2018 was a particularly bad year. Kevin Madden, Delaware County asked why the numbers are so high. Mr. Boyer noted that nationwide, statewide, and region-wide non-motorized crashes were high. Larry Shifflet, PennDOT noted that there is more distracted driving due to phone use and this definitely affects the numbers. Chris Puchalsky, City of Philadelphia, commented that the Transportation Research Board looked at this issue and the jury is somewhat out on why there was such an uptick. There are certainly more SUV's on the road which could contribute but there needs to be more research conducted. DVRPC Executive Director Barry Seymour noted that DVRPC has looked at high crash locations and other issues to see if it is a behavior issue or another issue and safety is a high priority for DVRPC. Mr. Puchalsky noted that the City of Philadelphia is voting no on the action. The City has adopted a Vision Zero philosophy with a goal of zero fatalities and this action is asking us to raise the targets on non-motorized fatalities which is not in line with the City's goals. We should be continually striving for lower and lower fatalities on our streets. We cannot vote for a target that raises the target for non-motorized fatalities. Matthew Edmond, Montgomery County, asked if the number of fatalities shown are statewide and not region-wide and he asked to see those numbers for the region. Mr. Boyer commented that he will get that to Mr. Edmond. Mr. O'Leary asked if we expect the uptick in fatalities to continue. Mr. Boyer responded that we are expecting the numbers to go up and that this puts more weight on the latter year data. Mr. Shifflet responded that the more recent data is considered more accurate. Mr. Madden asked what this means for 2020. Mr. Seymour responded that this is a trend projection. Mr. Edmond noted that our region may be going down or up but we don't know for sure since these are statewide numbers. Mr. Puchalsky commented that Philadelphia went up. Mr. Edmond noted that this is being done to ensure we are using HSIP money for safety and these numbers and what they represent are just part of the conversation about safety.

Mr. Seymour noted that we can come up with our own numbers and goals but this is a requirement. Mr. O'Leary commented that maybe we should make a motion to approve the numbers because we need to but to also develop our own regional goals. Mr. Puchalsky commented that he supports taking a harder look at these goals and coming up with our own but that the City will still need to vote no. Mr. Seymour noted that we can have a motion to approve these targets and also add on that we will work towards developing our own safety goals.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. O'Leary*, seconded by *Mr. Madden* 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 and to work towards developing regional safety goals.

Motion passed with one no vote from the City of Philadelphia.

6. Adoption of the DVRPC Congestion Management Process (CMP)

Tom Edinger, DVRPC Manager, Congestion Management Programs, explained that a Congestion Management Process (CMP) is an ongoing and systematic program to manage traffic congestion and improve the mobility of people and goods. The CMP advances the goals outlined in the Delaware Valley Regional Planning Commission (DVRPC) Long-Range Plan including reducing congestion, and improving mobility, reliability, multimodal accessibility, safety, and economic vitality across the region. The CMP is also a requirement of the federal surface transportation legislation and needs to be updated on a continuing basis. The CMP uses performance measures to identify and prioritize congested locations, and helps to determine causes and establish multimodal transportation strategies to mitigate congestion. The CMP requires alternatives to building new Single Occupant Vehicle (SOV) road capacity to be explored first, but where additional capacity is found to be appropriate, multimodal supplemental strategies should be developed to manage congestion. The previous CMP was adopted in 2015.

DVRPC held five meetings with the CMP Advisory Committee on June 20th, 2018, October 30th, 2018, February 27th 2019, June 25th 2019, and September 23rd 2019.

Brian O'Leary, Chester County, asked what the data source for this is. Mr. Edinger responded that this information comes from INRIX and that DVRPC is part of the I-95 Corridor Coalition which has access to this information.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

Approve the 2019 DVRPC Congestion Management Process (CMP).

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

DISCUSSION ITEM

7. One Minute Reports

Benjamin Delisle, City of Trenton, introduced himself to the Board.

Matthew Edmond, Montgomery County, reported that the annual implementation update to Montgomery County's comprehensive plan, MONTCO 2040 is available for review on their website.

Brian O'Leary, Chester County, reported that every year the county does a transportation improvement inventory and 530 projects were identified for 2019.

Evan Stone, Bucks County, reported that construction has started on the Upper Bucks Rail Trail.

Leslie Floyd, Mercer County, commented that it is worth looking at the Circuit Trails Coalition's recommendations and that the county is looking at how to possibly acquire five miles of area owned by Conrail.

Elizabeth Smith, SEPTA, reported that there will be public meetings next week to discuss SEPTA's capital budget. Jody Holton is joining SEPTA as Assistant General Manager of Planning and Monday is her first day.

Barbara Holcomb, DRPA, reported that DRPA held an informational meeting here at DVRPC regarding the reopening of Franklin Square Station. Ms. Holcomb thanked DVRPC for their assistance.

Rohan Hepkins, PATCO, reported that PATCO experienced its highest ridership in 25 years. This could be partly due to an increase in weekend ridership, demographic changes, station renovations, and convenience and reliability.

8. Executive Director's Report

a. Speed Cameras in Philadelphia

Mr. Seymour noted that speed cameras will be going live on Roosevelt Boulevard and on Pennsylvania highways and on the turnpike.

b. INFRA Grants Funding Opportunity

Mr. Seymour called the Board's attention to a funding opportunity through the INFRA grant program. The applications are due May 25. Information on this is in the Board folders.

c. TCDI Application Round

Mr. Seymour reported that DVRPC held a mandatory meeting about the TCDI program and that applications are due February 21.

d. PPTF Membership

Mr. Seymour noted that earlier this week the PPTF held a meeting with new members and the group consisted of members from many different areas including housing, biking, and environmental protection.

e. Futures Group

Mr. Seymour called the Board's attention to the Futures Group meeting which is taking place tomorrow. He encouraged Board members to attend.

f. FY19 Annual Report

Mr. Seymour noted that the print copy of the Annual Report was mailed to Board members but that a great web version is available on our website. This may be the last year for the print version.

g. New Releases

Mr. Seymour reported on some new releases including: Kennett Area Freight Transportation Study, SEPTA Bus Stop Design Guidelines, and Coastal Effects of Climate Change in Pennsylvania web map.

9. Committee Reports

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

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

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:03 p.m. on a

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

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be

made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a [Title VI Complaint Form](#), please call (215) 592-1800 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary