

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting July 23, 2020

Location: *This meeting was held via remote webinar*

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation

Sean Thompson
Mike Russo
Andrew Swords

New Jersey Governor's Appointee
Pennsylvania Department of Transportation

Craig Ambrose
Larry Shifflet
Jim Mosca

Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County
Chester County

Gina Burritt
Nedia Ralston
Rich Brahler
Marian Moskowitz

Delaware County

Brian O'Leary
Kevin Madden
Linda Hill

Montgomery County
Burlington County
Camden County
Gloucester County
Mercer County
City of Chester
City of Philadelphia

Matthew Edmond
Tom Stanuikynas
Andrew Levecchia
Theresa Ziegler
Leslie Floyd
Peter Rykard
Mark Squilla

City of Camden
City of Trenton

Chris Puchalsky
(not represented)
Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division
U.S. Department of Housing and Urban Development,
Region III
U.S. Environmental Protection Agency, Region II
U.S. Environmental Protection Agency, Region III
Federal Transit Administration, Region III
Southeastern Pennsylvania Transportation Authority
New Jersey Transit Corporation
New Jersey Department of Environmental Protection
Pennsylvania Department of Environmental Protection

Brian Goodson
Gene Porochniak

(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
Lou Millan
(not represented)
(not represented)

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

William Shanahan
(not represented)
Donna Rendeiro

Aliyah Stanger

Andy Bockis
Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Katie Nash, Jesse Buerk, Van Doan, Jackie Davis, Will Stevens, Maridarlyn Gonzalez, Rob Graff, Alison Hastings, Natalie Scott, Najah Jackson, Taghi Ozbeki, Rick Murphy, Andrew Svekla, Kwan Hui, Brett Fusco, Miles Owen, Glenn McNichol, Tom Edinger, Kevin Murphy, Chris Linn, Shawn Megill Legendre, Paul Smith, and Renee Wise.

Guests

PennDOT District 6
PennDOT District 6
DRPA
Philadelphia City Planning Commission
Delaware County
Citizen of Chester City
PPTF
PPTF
Bicycle Coalition of Greater Philadelphia
Residents for Regional Traffic Solutions, Inc.

Charles Davies
Jonathan Korus
Tonyelle Cook-Artis
David Kanthor
Thomas Hastings
Reverend Glen Benson
Michael Clemmons
Lennox Hyman
John Boyle
Susan Herman

Call to Order - Chair's Comments

DVRPC Executive Director Barry Seymour called the meeting to order at 10:02 a.m. Mr. Seymour thanked former Chair Sean Thompson for his service and welcomed new Board Chair, Councilman Mark Squilla. Chair Squilla thanked Mr. Seymour and commented that he looks forward to chairing the DVRPC Board. Chair Squilla asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

Public Comments on Agenda and Non-Agenda Items

Mr. Seymour noted that two public commenters would like to speak. Reverend Glen Benson of Delaware County commented that he has lived at his residence at 1210 Kerlin Street in the City of Chester since 1982. The home is right next to I-95 and due to noise issues and movements there is structural damage to the home. Reverend Benson submitted written public comments as well. DVRPC Executive Director Barry Seymour noted that the Board will be voting on an action today which includes the installation of sound barriers. The sound barriers will include the area in front of Reverend Benson's

home. Mr. Seymour noted that a written response from PennDOT will be sent to Reverend Benson. Another comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia regarding bicycle safety and the need for Pennsylvania and New Jersey to implement a Vision Zero goal for bicycle safety. Mr. Seymour noted that additional comments were submitted by Mr. Boyle regarding TIP action NJ20-034.

ACTION ITEMS

1. Minutes of Meeting of June 25, 2020

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Ms. Moskowitz*, to approve the minutes of June 25, 2020.

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. NJ20-034: CR 615 (Union Avenue), CR 621 (Park Avenue) to CR 537 (Maple Avenue) (DB #D2011), Camden County

Camden County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$1.651 million STBGP-PHILA funded project, CR 615 (Union Avenue), CR 621 (Park Avenue) to CR 537 (Maple Avenue) (DB #D2011), for FY21 construction (CON). The availability of FY21 STBGP-PHILA funding allows for the addition of this project to the TIP. Should this project miss FY21 obligation, it will not be carried forward in the TIP.

This is one of three pavement project candidates, all totaling \$7.251 million and submitted to DVRPC for the NJ TIP Subcommittee consideration of the \$3.49 million additional federal Highway Infrastructure Program (HWYINF) funds for the Philadelphia urbanized area in New Jersey. The additional HWYINF funds must be obligated on or before September 30, 2021, or they shall lapse. Obligated balances are available for expenses incurred until September 30, 2026. The NJ TIP Subcommittee which consists of DVRPC NJ member governments, operating agencies, and state and federal agencies of the RTC has reviewed all project requests and supports this proposed action.

This is a mill and overlay pavement project that will include the replacement of concrete curb and driveway aprons, ADA improvements, stormwater upgrades, striping, and raised pavement marking, where needed, within project limits.

Financial constraint will be maintained.

Public comments were received from Kevin Husta of Camden County, New Jersey noting that he thinks it is important to keep and add shoulders for bike and pedestrian usage in New Jersey. A response from DVRPC and the Camden County Planning Department followed. A public comment was also received from John Boyle of the Bicycle Coalition of Greater Philadelphia who recommends the inclusion of bike lanes for this project. Mr. Boyle noted that all three roads, 615, 621, and 537 are recommended for bicycle facility improvements in the Camden County Bicycling & Multiuse Trails Plan. A response from DVRPC and the Camden County Planning Department followed.

b. NJ20-035: CR 689/CR 654 Resurfacing (DB #D2010), Gloucester County

Gloucester County has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$2.6 million (\$2.11 million STBGP-PHILA/\$490,000 HWYINF) project, CR 689/CR 654 Resurfacing (DB #D2010), for FY21 construction (CON). The availability of FY21 STBGP-PHILA funding and additional Highway Infrastructure Program (HWYINF) funds to the region allow for the addition of this project to the TIP. Should this project miss FY21 obligation, it will not be carried forward in the TIP.

This is one of three pavement project candidates, all totaling \$7.251 million and submitted to DVRPC for the NJ TIP Subcommittee consideration of the \$3.49 million additional HWYINF funds for the Philadelphia urbanized area in New Jersey. The additional HWYINF funds must be obligated on or before September 30, 2021, or they shall lapse. Obligated balances are available for expenses incurred until September 30, 2026. The NJ TIP Subcommittee which consists of DVRPC NJ member governments, operating agencies, and state and federal agencies of the RTC has reviewed all project requests and supports this proposed action.

Located in Washington and Monroe Townships, the pavement along two segments of Hurffville-Cross Keys Road (CR 654), Bells Lake Road to CR 655 (Fries Mill Road) and Theresa Drive to CR 555 (Tuckahoe Road), and one segment along Cross Keys Bypass (CR 689) from Jenna Way to NJ 42 will be resurfaced.

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

A public comment was received by Leonard Fritz of Gloucester County, New Jersey asking whether this project will take into account those sections of road that have been paved and or repaved recently due to developments along these stretches. A response from DVRPC and the Gloucester County Planning Division followed.

c. NJ20-036: Benjamin Franklin Bridge Deck Overlay and Approaches
(DB #DR2009), DRPA/PATCO

The Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO) has requested that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3 million HWYINF funded project, Benjamin Franklin Bridge Deck Overlay and Approaches (DB #DR2009), for FY21 construction (CON). The federal Highway Infrastructure Program (HWYINF) funds are additional to the region and allows for the addition of this project to the TIP. Should this project miss FY21 obligation, it will not be carried forward in the TIP.

This is one of three pavement project candidates, all totaling \$7.251 million and submitted to DVRPC for the NJ TIP Subcommittee consideration of the \$3.49 million additional federal Highway Infrastructure Program (HWYINF) funds for the Philadelphia urbanized area in New Jersey. The additional HWYINF funds must be obligated on or before September 30, 2021, or they shall lapse. Obligated balances are available for expenses incurred until September 30, 2026. The NJ TIP Subcommittee which consists of DVRPC NJ member governments, operating agencies, and state and federal agencies of the RTC has reviewed all project requests and supports this proposed action.

The DRPA is currently in the final design phase for the Interim Repairs and Improvements to the deck overlay and approaches of the Benjamin Franklin Bridge. Due to the recent reduction in traffic, the DRPA seized the opportunity to mill and overlay lanes 3, 4, and 5 on the bridge. However, the need for repairs in lanes 1, 2, 6, and 7 remains. This project will include the resurfacing on the remaining lanes 1, 2, 6, and 7 across the Ben Franklin Bridge and its approaches. This project will also include signing and pavement marking improvements on the Pennsylvania Approach to increase the safety and connectivity of vehicular, pedestrian, and bicycle facilities.

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. Levecchia*, seconded by *Ms. Ziegler* that the Board adopt the following TIP actions:

NJ20-034, Camden County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$1.651 million STBGP-PHILA funded project, CR 615 (Union Avenue), CR 621 (Park Avenue) to CR 537 (Maple Avenue) (DB #D2011), for FY21 construction (CON).

NJ20-035, Gloucester County's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$2.6 million (\$2.11 million STBGP-PHILA/\$490,000 HWYINF) project, CR 689/CR 654 Resurfacing (DB #D2010), for FY21 construction (CON).

NJ20-036, the DRPA/PATCO's request that DVRPC amend the FY2020 TIP for New Jersey by adding a new \$3 million HWYINF funded project, Benjamin Franklin Bridge Deck Overlay and Approaches (DB #DR2009), for FY21 construction (CON).

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

d. NJ20-041: Restriping Program & Line Reflectivity Management System (DB #X03A), Statewide

The New Jersey Department of Transportation (NJDOT) has requested that DVRPC amend the FY2020 TIP and Statewide TIP (STIP) for New Jersey by increasing the FY20 Engineering/Right-of-Way/Construction (ERC) phase of the line item, Restriping Program & Line Reflectivity Management System (DB #X03A), in the Statewide Program by \$23.207 million (M) STBGP-FLEX from \$20 M STBGP-FLEX to \$43.207 M STBGP-FLEX funds. NJDOT must have all three MPO Board approvals for this action in order to proceed.

This statewide program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. This amount includes \$21.5 million in new "long life pavements" work that are expected to be authorized next month (August), accordingly:

- North (Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union and Warren Counties): \$7.5 million
- Central (Hunterdon, Mercer, Middlesex, Monmouth, Ocean and Somerset Counties): \$8.5 million
- South (Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem Counties): \$5.5 million

Financial constraint will be maintained. NJDOT has provided a fiscal constraint chart that shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

NJ20-041, NJDOT's request that DVRPC amend the FY2020 TIP and Statewide TIP (STIP) for New Jersey by increasing the FY20 Engineering/ Right-of-Way/Construction (ERC) phase of the line item, Restriping Program & Line Reflectivity Management System (DB #X03A), in the Statewide Program by \$23.207 million (M) STBGP-FLEX from \$20 M STBGP-FLEX to \$43.207 M STBGP-FLEX funds.

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

e. PA19-129: Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) (MPMS #69828), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the Final Design phase for the Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) project (MPMS# 69828) by \$6,291,000 (\$5,033,000 NHPP/\$1,258,000 State 185) in FY20. The total estimated Final Design cost for the project, including the proposed increase, is \$10,376,000.

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River, the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The project is expected to be let for construction in December 2021 or early 2022 and the Chestnut Street Bridges, Ramps, (8) at 30th Street SR:0003 project (MPMS #17816) should be completed by the time this project starts construction in Spring/Summer of 2022.

The cost increase is due to the following work:

- Symmetrical widening of the sidewalk on the Market Street bridge over CSX railroad and related engineering work;
- Bulkhead repairs, including related surveys and legal documentation for the Market Street bridge over Schuylkill River Trail;
- Repairs to the east bulkhead between JFK Boulevard and Walnut Street;
- Modifications to the approved 4(f) documentation for the Ramcat Historic District for an increase in project limits of work between JFK Boulevard and Walnut Street;
- Modifications to the Erosion and Sedimentation plans;
- Development of complex traffic control plans for the staging of the rehabilitation site, including traffic analysis of the full detour of I-76 that will be required to construct the project;
- Coordination with the City of Philadelphia for preliminary investigation of the

- feasibility of bicycle facilities on Market Street and an associated traffic analysis;
- Coordination and design work for the impacts of the project on the SEPTA Market Street Subway line, as the bridge and subway were constructed together ninety years ago and neither has been significantly rehabilitated;
- Coordination and design work related to utilities such as fiber optic communication lines and high voltage electric lines that have been installed in the bridge over the past ninety years.

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.

A public comment was received from Benjamin She of Philadelphia County in support of the cost increase to the Market Street Bridges project for safe travelling between Center City and West Philadelphia.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Ms. Ralston* that the Board approve TIP action:

PA19-129, PennDOT's request to amend the FY2019 TIP for Pennsylvania by increasing the Final Design phase for the Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) project (MPMS# 69828) by \$6,291,000 (\$5,033,000 NHPP/\$1,258,000 State 185) in FY20.

Motion passed with an abstention from Gina Burritt.

f. PA19-130: I-95 Overhead Bridges (MPMS #88407), Delaware County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the Construction phase for the I-95 Overhead Bridges project (MPMS #88407) by \$8,028,000 (FY20: \$5,528,000 State 581, FY21: \$2,500,000 State 581). The total estimated Construction cost for the project, including the proposed increase, is \$32,742,000.

This project entails rehabilitation and painting of eight (8) bridges spanning I-95 in the City of Chester: the Crosby Street pedestrian bridge, Edgemont Avenue bridge, Madison Street bridge, Upland Street bridge, Potter Street bridge, Walnut Street pedestrian bridge, Chestnut Street bridge, and the Melrose Avenue bridge. The Potter Street and Melrose Avenue bridges will have deck replacements. The Chestnut Street bridge will have a bituminous overlay and the rocker bearings set. The Upland Street bridge deck will have a Latex-Modified Concrete (LMC) overlay. All bridges will have

miscellaneous concrete repairs, have the protective fence repaired or replaced, and will be painted.

During construction, it was discovered that these bridges are in worse condition than originally thought; as each issue was addressed, more issues would present themselves. In order to get the longest possible service life from the project it was in the best interest of all parties to address these deficiencies.

The additional funding will cover work including: attenuator repairs, engineering costs for bridge jacking, traffic protection and maintenance including construction of an access road, utility supports, camera inspections, replacement of deck spans, concrete base installation, waste removal, and sign structure replacement.

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. Madden*, seconded by *Mr. Rykard* that the Board approve TIP action:

PA19-130, PennDOT's request to amend the FY2019 TIP for Pennsylvania by increasing the Construction phase for the I-95 Overhead Bridges project (MPMS #88407) by \$8,028,000 (FY20: \$5,528,000 State 581, FY21: \$2,500,000 State 581).

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

g. PA19-131: I-76 Bridge Repair Section SRE (MPMS #107698), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the Construction phase for the I-76 Bridge Repair Section SRE project (MPMS #107698) by \$8,300,000 (FY 20: \$6,244,000 NHPP/Toll Credit; FY21: \$2,056,000 NHPP/Toll Credit). The total estimated Construction cost for the project, including the proposed increase, is \$50,066,000.

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

During the construction of this project, it was discovered that conditions are now more severe; additional deterioration of the steel structures beyond the quantities allocated in the contract was found due to the roadway beneath the barrier leaking onto the steel structure. Due to the condition of the existing roadway, the quantity of Polyester Polymer Concrete (PPC) needed to continue the project was increased. The scarification and PPC items are now combined and renegotiated as a single contact item to provide a robust and long-lasting road surface and protect the investment made to the structure by the extensive steel repairs.

Other costs covered by this increase include tree removal, reinforcing steel, roadway stabilization foam, engineering and design costs for bent cap support systems and exterior framework jacking, steel repairs, concrete, concrete structure repairs, and an additional Variable Message Sign.

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. Edmond*, seconded by *Mr. Shifflet* that the Board approve TIP action:

PA19-131, PennDOT's request to amend the FY2019 TIP for Pennsylvania by increasing the Construction phase for the I-76 Bridge Repair Section SRE project (MPMS #107698) by \$8,300,000 (FY 20: \$6,244,000 NHPP/Toll Credit; FY21: \$2,056,000 NHPP/Toll Credit).

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

h. PA19-132: Maintenance & Transportation Facilities (MPMS #102569), SEPTA

SEPTA has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, the Midvale Depot Electric Bus Infrastructure project, to the Maintenance & Transportation Facilities (MPMS# 102569) Program of the TIP in the amount of \$4,300,000 Federal Section 5339C to the Engineering/Right-of-Way/Construction (ERC) phase in FY20.

On June 3, 2020 the Federal Transit Administration announced grant awards for the competitive Low or No Emission (Low-No) Program. As part of this program, SEPTA was selected to receive \$4,300,000 in Federal Transit Administration Low or No Emission Program Section 5339C funds to support the \$5,375,000 Midvale Depot Electric Bus Infrastructure project. This grant award brings new funding to the region and will enable SEPTA to utilize the regular electrical power feeds that power the Broad

Street Subway line and extend the duct bank linked to the Butler Substation in order to charge the batteries of the electric buses at Midvale Depot.

This project also includes reconfiguring an existing access road at Midvale Depot to accommodate 10 electric bus charging berths, the installation of power distribution equipment at the Butler Substation, and a half-mile extension of the existing duct bank to Midvale Depot in order to provide power to the bus charging-berths.

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. Thompson*, seconded by *Mr. Madden* that the Board approve TIP action:

PA19-132, SEPTA's request to amend the FY2019 TIP for Pennsylvania by adding a new project, the Midvale Depot Electric Bus Infrastructure project, to the Maintenance & Transportation Facilities (MPMS# 102569) Program of the TIP in the amount of \$4,300,000 Federal Section 5339C to the ERC phase in FY20.

3. Adoption of Conformity Determination of the Draft Amendment to the *Connections 2045* Long-Range Plan, FY 2020 TIP for New Jersey, and Draft FY 2021 TIP for Pennsylvania

Michael Boyer, DVRPC Associate Director, explained that transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the Amendments to the *Connections 2045* Long-Range Plan (Plan), FY 2020 TIP for New Jersey, and Draft FY 2021 TIP for Pennsylvania.

This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual PM_{2.5} (Delaware County Maintenance Area);
- Annual and 24-hour PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Maintenance Area); and
- Annual and 24-hour PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Maintenance Area).

DVRPC held a public comment period from June 3, 2020 to July 6, 2020, and hosted two virtual public meetings on June 17, 2020. DVRPC received no comments on the Draft Conformity determination.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

Adopt the conformity finding of the Amendments to the *Connections 2045* Long-Range Plan, FY 2020 Transportation Improvement Program (TIP) for New Jersey, and Draft FY 2021 TIP for Pennsylvania in the DVRPC planning area.

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

4. Amendment to the *Connections 2045 Plan for Greater Philadelphia*

Brett Fusco, DVRPC Manager, Office of Long-Range Planning, explained that in October 2017, the Delaware Valley Regional Planning Commission Board adopted the *Connections 2045 Plan for Greater Philadelphia* as the region's comprehensive long-range plan. *Connections 2045* identifies Greater Philadelphia's regional vision around five core principles: Sustain the Environment, Develop Livable Communities, Expand the Economy, Advance Equity and Foster Diversity, and Create an Integrated, Multimodal Transportation Network. The Plan includes strategies to achieve the vision and a fiscally-constrained financial plan for investing in regional transportation infrastructure. Since identified needs are greater than anticipated funding, the financial plan prioritizes projects for funding by developing forecasts of reasonably anticipated revenue, allocating the revenue to categories of projects based on need and policy, and evaluating and selecting specific regionally significant projects for funding in the Plan.

This Amendment revises the *Connections 2045* Plan to account for major changes to the Pennsylvania Department of Transportation's (PennDOT) Interstate Management Program (IMP). This Amendment also reports on new Transportation Performance Management (TPM) requirements set forth in federal transportation legislation—Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act. In addition, the Amendment makes a few revisions to the major regional project list in New Jersey. Additional information on this action is included in the supplemental summary.

A public comment period was held from May 26, 2020 to June 29, 2020. The draft document was available online only as DVRPC's offices and public libraries were closed due to state and local stay-at-home orders related to the COVID-19 pandemic. The comment period was advertised by legal notice in area newspapers, on the DVRPC

web page, and via email to over 12,000 recipients on DVRPC's distribution list. DVRPC also emailed the document to its list of tribal governments. As part of the comment period, two online public information sessions were held on June 17 at 2 PM and 7 PM, via webinar and a call-in function. Comments could be submitted at the June 17 meetings, by mail, email, fax, or online form at www.dvrpc.org/longrangeplan. Additional details were available on DVRPC's Long-Range Plan webpage. Submitted comments will be presented to the DVRPC Board, and all comments and responses will be posted on DVRPC's Long-Range Plan webpage.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

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

The *Connections 2045 Plan for Greater Philadelphia*, the region's Long-Range Plan, to include the FHWA and FTA performance measures and revise the scope, funding, status, and/or timing of 34 major regional projects.

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

5. Adoption of the DVRPC FY2021 Transportation Improvement Program (TIP) for Pennsylvania (FY21-FY24)

Richard Murphy, DVRPC Manager, PA Capital Programs, presented the Draft DVRPC FY2021 Transportation Improvement Program (TIP) for Pennsylvania (FY21-FY24), and Recommended Changes as the region's official selection of transportation projects for federal funding and requested DVRPC Board Adoption. An updated Memorandum of Understanding (MOU) on procedures to amend and modify the program was also presented for approval. Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP Update every year for either the Pennsylvania subregion, or the New Jersey subregion; at this time, the PA and NJ TIPs are updated on alternating years.

Work began in the summer of 2019 on the development of the FY2021 TIP for Pennsylvania. Like years previously, PennDOT's STC sponsored a statewide webinar and hosted a commenting website to gather input for the Pennsylvania 12 Year Program from March 11, 2019 to April 26, 2019. Available resources known as Financial Guidance for the TIP was finalized in July of 2019. The Pennsylvania Subcommittee of the RTC has worked since then to develop a draft TIP that meets the requirements of the federal laws and regulations, including those concerning

financial constraint, air quality, plan consistency and Title VI and Environmental Justice. While federal requirement is for a four-year constrained program, the DVRPC PA TIP provides a detailed 12-year programming horizon for both the highway and transit programs to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many major projects that are currently planned and underway. The Draft DVRPC FY2021 TIP for PA contains more than 380 projects (including the Regional Highway, Interstate, and Transit Programs) worth \$5.40 billion (an average of \$1.35 billion per year) for the 4 year federally required TIP period. There is \$1.97 billion for projects primarily addressing the non-interstate highway system, and almost \$860 million for projects included in the Interstate Management Program for I-76, I-95 and I-476, and \$2.57 billion for transit projects for SEPTA, and Pottstown Area Rapid Transit (PART).

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality.

Public Involvement

The Draft TIP document had been made available for public review during a 30+ day period which ran from May 26, 2020 - June 29, 2020. Legal notices explaining the public comment process were published in the Philadelphia Inquirer, The Courier-Post, Al Dia, the Philadelphia Tribune, the Burlington County Times, the Trenton Times, and the South Jersey Times. The public comment period was promoted on DVRPC's homepage www.dvrpc.org, as well as through the Commission's social media channels. A feature story about the public comment period appeared in DVRPC's June Newsletter, which is distributed to nearly 13,000 individuals, organizations, and DVRPC-affiliated groups. An HTML email of the legal notice was sent to over 2,500 individuals who subscribe to DVRPC's "Public Participation and Public Notices" email list. All TIP-related documents were published online and links to the Draft document were sent to the major public libraries in southeastern Pennsylvania with a request to post on their websites or promote through their social media channels. Two (2) virtual public meetings were held on Tuesday, June 17, 2020. The first at 2:00 PM and the second at 7:00 PM, local time, to give the public the opportunity to verbally present comments and submit questions about the TIP process and projects. State, county, transit, and DVRPC staff members were present at these meetings.

DVRPC's website played a vital part in our public outreach effort. An enhanced web-based public commenting application was available at www.dvrpc.org/tip/draft for the public with internet access to send comments directly to DVRPC about the program and individual projects. The Draft TIP document and other supporting documents were published online. Such documents include information about date and sign-up instructions for the virtual public meetings, general information about the TIP and how it was developed, and all the project listings and financial information.

To address Title VI and Environmental Justice, an expanded Equity Evaluation section, required by FHWA and PennDOT, which evaluates the conditions and needs of the transportation system, was performed. It is an analysis of investment distribution while focusing on the benefits and burdens of projects.

Over 500 public comments were received during the comment period from individuals, organizations, and agencies. Many of our partner agencies have contributed responses to the comments that have been received, and all of the comments and their responses were provided to the Board members, along with any recommended changes to the program based on those comments.

Conformity Finding:

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

DVRPC’s Draft conformity analysis of the Draft Amended *Connections 2045 Plan for Greater Philadelphia* long-range-plan , FY2020 TIP for New Jersey, and the Draft FY2021 TIP for Pennsylvania was available for public comment through July 6, 2020, and will be presented for adoption at the July 23, 2020 Board meeting.

Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program (TIP):

A Memorandum of Understanding (MOU) exists between DVRPC, PennDOT, and SEPTA to establish agreed upon procedures for modifying or amending the TIP, as required by federal regulations. From time to time, this MOU requires changes to improve, clarify, or streamline the process as DVRPC strives to advance all TIP programmed projects as efficiently as possible while still providing transparency to regional stakeholders. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while most other changes require review and a formal action by the DVRPC Board and appear on the agendas during the monthly cycle of DVRPC meetings. All project changes will continue to be provided to both the RTC and the Board in the monthly “TIP Packages” of information.

The DVRPC Board will be asked to approve an updated MOU for procedures for amending and modifying the TIP. The Draft MOU document was included in the Draft TIP documents. A copy of the Draft MOU is included as an attachment to this Pink Sheet, and sections proposed for revision are highlighted in yellow. Note that revisions to the current MOU are generally described below and have been categorized as either an “Update” which does not make a substantive change to current procedure but might update or clarify how something is stated, or “Change” which does reflect a change to current procedure:

- Update and Change - Clarifications on what constitutes an “Amendment” requiring formal review by RTC and/or DVRPC Board:
 - Update – Clarifying that a major change to an existing project is a TIP Amendment.
 - Update – Clarifying that a project phase less than \$5,000,000 that was authorized under the advance construct provisions and it now wishes to convert that authority to federal funds and there were no obligations on any phases of the project previously or no other phases currently programmed on the TIP is a formal TIP Amendment requiring DVRPC Board Action to be consistent with the PennDOT/FHWA/FTA MOU.
 - Update – Clarifying that switching between federal funds and state funds of specific funds codes is an administrative action so long as the changes do not have a cost increase/decrease of \$5,000,000 or more and the project is already federalized.
 - Update – Clarifying that when a project draws down or returns funding from an existing TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and DVRPC and SEPTA of \$5,000,000 or more is an administrative modification not requiring action by DVRPC. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project. This MOU update is required to make the DVRPC MOU consistent with the PennDOT/FHWA/FTA MOU.
 - Update – Clarified language that when an action occurs to breakout projects into two or more separate projects from a parent project in order to facilitate project delivery and there are no Air Quality Conformity issues is an administrative modification not requiring action by DVRPC.
 - Update – Clarified language that when PennDOT identifies a project phase less than \$5,000,000 that was authorized under the advance construct provisions and it now wishes to convert that authority to federal funds, so long as a previous phase of the project has been obligated is an administrative action requiring no DVRPC Board action. Note: If the conversion is \$5,000,000 or more, this action would then be considered a minor amendment requiring DVRPC Board Action.
 - Change – Add language that when an action adds or removes a Preliminary Engineering (PE) or Final Design (FD) phase to a project

that is already programmed on the TIP, and is below the \$5,000,000 threshold is an Administrative Amendment requiring no DVRPC Board Action. This MOU change is required to make the DVRPC MOU consistent with the PennDOT/FHWA/FTA MOU.

- Change – Add language that projects that are new project additions to the DVRPC TIP that are derived from statewide managed programs and selected by PennDOT Central Office staff or PennDOT’s Secretary of Transportation will go through formal review and the DVRPC Board will be requested to “Accept” these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions. This MOU change is required to make the DVRPC MOU consistent with the PennDOT/FHWA/FTA MOU.
- Update – Clarifying language that funding is allocated to the project, not the County.
- Update – Administration language that TIP revisions are consistent with Pennsylvania’s Transportation Performance Management (TPM) requirements, Pennsylvania and DVRPC Long-range plans, PennDOT’s Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP), Congestion Management Plan (CMP), and *PennDOT Connects* policy, and Performance Based Planning and Programming (PBPP).
- Update – Administration language to clearly state that all new projects that are derived from statewide managed programs will be screened for Air-Quality significance prior to adding to the TIP.
- Update – Administration language to clarify that if the DVRPC Long-range Transportation Plan expires because it has not been updated then the TIP MOU will not be utilized and all projects that utilize federal funds that require a change would be considered a formal amendment that would need DVRPC Board approval and federal approval.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Brahler*, seconded by *Mr. Edmond* that the Board adopt:

The Draft DVRPC FY2021 Transportation Improvement Program (TIP) for Pennsylvania (FY21-FY24), and Recommended Changes as the region's official selection of transportation projects for federal funding by passing the appropriate Resolution; and further approve the proposed revisions to the Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications.

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

PRESENTATION ITEMS

6. An Assessment of Planning Tools for Climate Change Resiliency in the Delaware Valley

Miles Owen, DVRPC Environmental Planner, explained that in response to the realization that climate change can induce unpredictable and sudden stresses on established patterns of social and economic organization, a large number of diverse planning tools and resources have been created to assist communities in building their resilience to climate change. With this in mind, the Office of Environmental Planning at DVRPC has completed a research white paper which reviews, organizes, and prioritizes the tools that are best suited to meet the needs of communities throughout the Greater Philadelphia Region as well as describing fundamental concepts related to climate resiliency planning.

DISCUSSION ITEM

7. One Minute Reports

Mike Russo, NJDOT, reported that as of June 30th 89 construction projects have been awarded. Every year Federal Highway conducts a redistribution and this year NJDOT requested \$150 million dollars which if received will result in an additional \$150 million in work.

Nedia Ralston, PA Governor's Policy and Planning Office, thanked the county commissioners for diligently working with the governor's office during this time of COVID. The registration window is open for the 2020/21 RACP program and applications are being accepted until August 12.

Larry Shifflet, PennDOT, thanked DVRPC and the Capital Programs team for all of their work on the PA TIP. Mr. Shifflet reported that similar to Mr. Russo, Pennsylvania has submitted a request for roughly \$200 million for our August redistribution.

Rich Brahler, Bucks County, thanked DVRPC and the Capital Programs team for their work on the PA TIP. Mr. Brahler reported that the county gave notice to proceed for the Newtown Rail Trail and Upper Southampton Township and the county is working through some issues with SEPTA and that will be under way soon. About a year from now individuals will be able to take a walk on that trail.

Marian Moskowitz, Chester County, reported that the county is doing its town tours and village walks remotely now. Ms. Moskowitz noted that the county had its Chesco Trail event recently and over 165 people participated.

Matthew Edmond, Montgomery County, reported that in addition to the health and commerce-based websites and microsities the county has a new microsite that is

planning based. It's called Restart Montco. We started announcing that to the press and the rest of the world in the last week. There are a number of different planning topics, resources and links on the site.

Mark Squilla, City of Philadelphia, reported that Philadelphia opened up its temporary outdoor dining program on June 11 and is allowing businesses to apply for temporary sidewalk café permits. The city received over 400 applications. The city has almost all our operations now up and running virtually including the Zoning Board, Planning Commission and L&I review board.

Lou Millan, NJ Transit, reported that NJ transit restored the full commuter rail schedule and Light Rail schedules, and that helps with maintaining social distancing. The ridership is still down 80 percent on rail and on buses it is down 70 percent. NJ Transit is continuing our measures requiring face coverings on the vehicles, and also at stations on platforms enhanced cleaning procedures are continuing along with an aggressive signage program. NJ Transit is looking at best practices during COVID and has commissioned Rutgers University to look at a new technology as a way of disinfecting vehicles and facilities.

Bill Shanahan, DRPA, reported that DRPA is seeing the same trends as NJ Transit. There has been an uptick on the toll side with DRPA bridges providing a funding source.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that the agency is running technical programs for resiliency planning for the municipalities. One has been completed and the other two are being planned. We are assisting municipalities with technical systems on resiliency planning.

8. Executive Director's Report

a. New Releases

Mr. Seymour noted that DVRPC has some new releases including: SEPTA Transit-Oriented Development (TOD) Policy Research, Safe Routes to Transit: Woodbourne Station, and Broadband: Discussing the Technology.

b. Long Range Plan Outreach

Mr. Seymour reported that DVRPC launched the public outreach process for our long-range plan. This includes five virtual workshops and all five have been completed. We have also launched an online survey as part of the long-range plan and as part of the incentive to get folks to fill out that survey we will be offering 20 gift cards of \$50 each to local restaurants. This will be a random drawing and Board members are not eligible to win but this is an incentive for individuals to fill out the survey and this helps support local restaurants.

c. Work Program Development

Mr. Seymour reported that DVRPC staff had a workshop thinking about our work program as a whole, both our current work program and looking at the development of the next program. We are looking at it through the lens of COVID and what might be the long-term impacts that we need to think about in our planning work and also through the lens of racial justice and equity, protests and awareness. Mr. Seymour noted that he would like to schedule a board policy workshop, probably in early September. This will be more of an informal meeting to talk about the work program and project ideas for both this year and for next year.

d. Board Retreat

Mr. Seymour called the Board's attention to the fact that DVRPC usually holds its annual Board Retreat in September and last year it was at the Grounds for Sculpture. This year we're in a whole different world and we are thinking of doing the retreat in December around the Board meeting, and as maybe an expanded event possibly with some outside speakers. Even if it's still remote we want to do a retreat this year.

e. Staff Transitions

Mr. Seymour reported on some staff transitions. Vanessa Doan, DVRPC's Comptroller is now taking on a broader set of responsibilities as Director of Finance. She will be responsible for managing all of our budget, but also managing all of our contracts and relationships with all of our funding agencies. Additionally, Paul Smith will be taking on a new role as Director of Organizational Development. Paul will be working across the agency with staff on issues of training, culture, and operations.

9. Committee Reports

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

- (1) Regional Technical Committee
- (2) Delaware Valley Goods Movement Task Force
- (3) Regional Safety Task Force
- (4) Central Jersey Transportation Forum

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:09 p.m. on a

MOTION by *Ms. Floyd*, seconded by *Mr. Russo*.

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