

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Draft Minutes of Meeting of December 6, 2017

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation

Sean Thompson
Richard Hammer
Gary Brune

New Jersey Governor's Appointee
Pennsylvania Department of Transportation
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County
Chester County

Nicholas Kant
James Mosca
Gina Burritt
Michael Shorr
Rich Brahler
Michelle Kichline
Brian O'Leary

Delaware County
Montgomery County

Linda Hill
Valerie Arkoosh
Jody Holton

Burlington County

Mark Remsa
Carol Thomas
Andrew Levecchia

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

Theresa Ziegler
Leslie Floyd
Peter Rykard
Mark Squilla
Christopher Puchalsky
June Morton
Stephani Register

City of Camden
City of Trenton

Non-Voting Members

Federal Highway Administration
New Jersey Division

Calvin Edghill

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	Liz Smith
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	(not represented)
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	Gerard Scharfenberger
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 Elkis, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Tom McGovern, Natalie Cramer, John Griffies, Chris Linn, Tom Keenan, Jackie Davis, Van Doan, Brett Fusco, Kwan Hui, Rick Murphy, Greg Krykewycz, Karin Morris, Shoshana Akins, Jesse Buerk, Elise Turner, Christina Arlt, Tom Edinger, Al Beatty, Kim Korejko, Paul Smith, Kevin Murphy, Najah Jackson, and Renee Wise.

Guests

PennDOT 6-0	Jonathan Korus
CCCTMA	Bill Ragozine
NJDOT	Peter Horotsky
PPTF	Ken Boyle
GPI	Bill Carter
GPI	Dave Kuhn
Smart Watt	Taneshia Marshall
T & M	Mark Steiner
City of Philadelphia	David Kanthor
TSTC/Circuit Trails Coalition	Dana Dobson
Residents for Regional Traffic Solutions, Inc.	Sue Herman

Call to Order - Chair's Comments

Chair Richard Hammer called the meeting to order at 10:01 a.m. and asked if there was any press in the room.

Public Comments on Agenda and Non-Agenda Items

Public comments were made by Ken Boyle, a member of DVRPC's Public Participation Task Force. Mr. Boyle asked the Board to take his appeal to the Executive Committee

seriously. The appeal is regarding DVRPC staff's decision to deny a public records request for 2018 PA TA Set-Aside Program applications. Furthermore, he asked the Board to consider making all competitive grant applications available to the public because of the use of taxpayer monies. Mr. Boyle noted that the applications are the facts and should be shared because they are not part of the deliberation process which he understands is confidential. Mr. Boyle also mentioned that he is concerned that there are no independent members of the Board and review applications for programs from which they might receive funding. Mr. Boyle also noted that he is upset that public money was spent engaging legal counsel in this issue. Additionally, Mr. Boyle asked that meeting minutes from the March 2017 Board meeting that refer to his public comments be edited. [DVRPC staff subsequently reviewed the meeting minutes and found them to be accurate as Mr. Boyle had not formally submitted public records request until 4/18/2017, thus starting the official response and appeal process.]

Dana Dobson of the Circuit Steering Committee of the Circuit Coalition thanked DVRPC for moving trails forward in the region. The Regional Trail Fund is really important and public/private partnerships are essential to trail funding.

Executive Director Barry Seymour introduced Nicholas Kant who was sitting in for Thomas Huth of the Governor's Authorities Unit, and Michael Shorr who was sitting in for Nedra Ralston of the Pennsylvania Governor's Policy and Planning Office.

Action Items

1. Minutes of Meeting of October 26, 2017

The Board adopted the following **motion**:

MOTION by Mr. Mosca, seconded by Mr. Squilla, to approve the minutes of October 26, 2017.

2. Transportation Improvement Program (TIP Actions)

Kwan Hui, DVRPC Senior Capital Program Coordinator, Office of Capital Programs, presented the following TIP actions to the Board:

a. PA17-62: King Road Bridge over Herkaken Creek (County Bridge #54), (MPMS #110091), Bucks County

Bucks County has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$2,000,000 sSTP funded bridge project, King Road Bridge over Herkaken Creek (County Bridge #54), (MPMS #110091) to the TIP for PE (\$300,000 sSTP) in FY18; FD (\$300,000 sSTP) in FY19; UTL (\$20,000 sSTP) in FY 20; ROW (\$30,000 sSTP) in FY20; and CON (\$1,350,000 sSTP) in FY21. These are additional funds to the DVRPC region made available by PennDOT to PA counties that implemented the new \$5 Registration Fee that was a component of the PA Act 89

funding structure (described further below). PennDOT has offered flexibility for this new funding mechanism by allowing the local match to be provided via the county funding provided for the County bridge project that is being advanced with the \$5 Registration Fee revenues. Bucks County has already begun using revenues collected from the \$5 registration fee to fund several county bridges, including the Valley Park Road Bridge in Plumstead Township, the Church Road Bridge in Haycock Township, the North 4th Street Bridge in Quakertown Borough, the Woodhill Road Bridge in Upper Makefield Township, and the Hill Road Bridge in East Rockhill Township as their match projects. The combined total cost of these bridges exceeds \$2,500,000 which more than meets the fifty percent match requirement.

Bucks County Bridge #54 is a single span, concrete encased, steel I-beam bridge that is approximately 33 feet long. Originally built in 1912, it is currently weight-restricted to 7 tons. The bridge is structurally deficient as a result of the poor condition of the substructure, due to undermining of the near and far abutments. The bridge railing does not meet current standards and the approach guiderail also requires updating to current standards. Work to be performed includes the complete replacement of the bridge and associated approach improvements.

PA Act 89 established a special fund within the state treasury called the "Local Use Fund." As of January 1, 2015, a county was permitted to pass an ordinance to implement a fee of \$5 for each vehicle registered to an address located in that county. The \$5 county fee is collected by PennDOT at the time a vehicle is initially registered, at time of registration renewal, and at time of transfer of registration plate. These funds will be used by the county for transportation purposes or be allocated by the county per Section 9010(c) of the Pennsylvania Vehicle Code. In the DVRPC region, Bucks, Chester, Montgomery, and Philadelphia Counties have implemented the \$5 fee.

PennDOT has committed to make funding opportunities available to counties who have taken steps to enhance their transportation networks by passing resolutions to collect the \$5 Vehicle Registration Fee enabled by Act 89. Initially, \$2,000,000 will be reserved for each county that has passed a resolution, with a 50% local match commitment required to secure the program funding. Any remaining funds after an initial offering would be made available to the rest of those same counties again. If any funds remain after that offering, they would be used for other Local Bridge Bundling programs. This initiative supports the 6,485 locally owned bridges statewide, 2,115 of which are structurally deficient.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-62, Bucks County's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$2,000,000 sSTP funded bridge project, King Road Bridge over Herkaken Creek (County Bridge #54), (MPMS #110091) to the TIP for PE (\$300,000 sSTP) in FY18; FD (\$300,000 sSTP) in FY19; UTL (\$20,000 sSTP) in FY 20; ROW (\$30,000 sSTP) in FY20; and CON (\$1,350,000 sSTP) in FY21.

b. PA17-63: Masonry Stone Arch Bridges – Group T, (MPMS #104794), Various Counties

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new district-wide group of five structurally deficient (SD) and two non-SD bridges in Chester, Delaware, Montgomery, and Philadelphia counties in the total amount of \$10,150,000 including a \$150,000 State 185 funded FD phase in FY17, and a \$10,000,000 CON phase (\$2,500,000 STP/\$2,000,000 STU/\$1,125,000 State 185 in FY18 and \$3,000,000 STU/\$500,000 STP/\$875,000 State 185 in FY19).

The proposed scope of work for these bridges includes reconstruction of the arch barrel, spandrel walls, and wing walls as needed; excavation and replacement of the arch backfill with lightweight concrete; and reconstruction of the stone masonry parapets with reinforced concrete cores tied to a full-width moment slab. The approach and bridge roadways will be resurfaced and guiderail attachments will be replaced. The project will also include the installation of scour protection measures where needed. Some of the bridges will require additional work including the resetting of capstones, installation of weep holes, anchoring of bricks with helical rods, rebuilding of collapsed masonry buttresses, replacement of sidewalks, and completion of concrete repairs.

- The bridge in Chester County is:
 - **Mansion Road over the South Branch of French Creek**
 - SD bridge with AADT of 155

- The bridges in Delaware County are:
 - **Bryn Mawr Avenue over a Branch of Meadow Brook Creek**
 - SD bridge with AADT of 10,411
 - In addition to this structure and the bridge noted below, another structure that is approximately six feet in length will also be rehabilitated with this bridge package. There is no BMS information on this structure because PennDOT does not track structures less than 12 feet in length.

 - **Bryn Mawr Avenue over Meadow Brook Creek**
 - Non-SD bridge with AADT of 10,411

- This structure was listed on the National Register of Historic Places in 1988. The bridge has been designated as functionally obsolete but is not SD. The structure's parapet walls have been subject to vehicular collisions and are no longer crashworthy. A guiderail section will be added in one quadrant to address this issue.
- The bridges in Montgomery County are:
 - **Byberry Road over Southampton Creek**
 - SD bridge with AADT of 11,639
 - **Greenwood Avenue over a Branch of Rock Creek**
 - SD bridge with AADT of 9,128
 - **Eagleville Road over Eagleville Run**
 - SD bridge with AADT of 6,699
- The bridge in the City of Philadelphia is:
 - **Frankford Avenue over Pennypack Creek**
 - Non-SD bridge with AADT of 14,830
 - This structure is the oldest roadway bridge in continuous use in the United States. It is need of structural repair and rehabilitation to preserve its non-SD status and prolong its usage. Planned work includes sidewalk replacement, tie road repair, installation of a roadway barrier and railing system, and parapet wall rebuilding as needed. This project provides the earliest opportunity to get this bridge repair/rehabilitation performed.

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 by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Ms. Arkoosh, seconded by Ms. Kichline, that the Board approve the following TIP action:

PA17-63, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new district-wide group of five structurally deficient (SD) and two non-SD bridges in Chester, Delaware, Montgomery, and Philadelphia counties in the total amount of \$10,150,000 including a \$150,000 State 185 funded FD phase in FY17, and a \$10,000,000 CON phase (\$2,500,000 STP/\$2,000,000 STU/\$1,125,000 State 185 in FY18 and \$3,000,000 STU/\$500,000 STP/\$875,000 State 185 in FY19).

- Mansion Road over the South Branch of French Creek;
- Bryn Mawr Avenue over a Branch of Meadow Brook Creek;
- Bryn Mawr Avenue over Meadow Brook Creek;

- Byberry Road over Southampton Creek;
- Greenwood Avenue over a Branch of Rock Creek;
- Eagleville Road over Eagleville Run; and
- Frankford Avenue over Pennypack Creek.

2c. PA17-64: Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreements (Green Light-Go), (MPMS #109843 & #109844), City of Philadelphia & Montgomery County

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding two new Green Light-Go projects, Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreements, in the total amount of \$3,000,000 State Appropriations 073 (Green Light-Go). \$1,500,000 for the PE phase in FY18 in the City of Philadelphia (MPMS #109843) and \$1,500,000 for the PE phase in FY18 in Montgomery County (MPMS #109844). These are additional funds to the region.

For the Design Support Agreement in the City of Philadelphia, the consultant will provide for the necessary arterial traffic signals/ITS design to supplement the I-76 Integrated Corridor Management Project. This project will develop all of the necessary design and construction documentation needed to modernize the traffic signal systems and ITS devices in the City of Philadelphia based on the I-76 Traffic Signal Management Plan, Memorandum of Understanding (MOU) Agreement, concept of operations and system engineering report completed under different agreements. The targeted corridors include: Ridge Avenue, Henry Avenue, Belmont Avenue, and U.S. 1/City Avenue.

This agreement includes but is not limited to data collection, traffic analysis, preliminary engineering, environmental clearances, final design, plan development, PS&E requirements, right-of-way acquisition services and consultation during construction. Also as indicated under services, coordination and collaboration is required with the following other agreements:

- E03582 - Green Light-Go Technical Support - Southeastern Region
- E03803 -76 Integrated Corridor Management Project
- E03918 Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreement (Montgomery County)
- E03920 - District 6 Transportation Systems Management and Operations (TSMO) Support Contract
- Other identified ECMS, Highway Occupancy Permit (HOP) or Municipal Projects identified by the Department

The consultant will manage assignments with routine project status meetings to identify the next steps of the project.

For the Design Support Agreement in Montgomery County, the consultant will provide for the necessary arterial traffic signals/ITS design elements to supplement the I-76 Integrated Corridor Management Project. This project will develop all of the necessary design and construction documentation needed to modernize the traffic signal systems and ITS devices in Montgomery County based on the I-76 Traffic Signal Management Plan. Memorandum of Understanding (MOU) Agreement, concept of operations and system engineering report completed under different agreements. The targeted corridors include: Ridge Pike, Route 23, Swedeland Road, Route 320, U.S. 202/DeKalb Pike, South Gulph Road, Henderson Road, and Fayette Street.

This agreement includes but is not limited to data collection, traffic analysis, preliminary engineering, environmental clearances, final design, plan development, PS&E requirements, right-of-way acquisition services and consultation during construction. Also as indicated under services, coordination and collaboration is required with the following other agreements:

- E03582 - Green Light-Go Technical Support - Southeastern Region
- E03803 -76 Integrated Corridor Management Project
- E03919 - Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreement (Philadelphia County)
- E03920 - District 6 Transportation Systems Management and Operations (TSMO) Support Contract
- Other ECMS, Highway Occupancy Permit (HOP) or Municipal Projects identified by the Department

The consultant will manage the consultant project team with routine project status meetings to identify the next steps of the project. It is anticipated that this agreement will work concurrently with the agreements identified above.

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

2d. PA17-65: District 6 TSMO Support Contract (Green Light-Go), (MPMS# 109842), Various Counties

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new Green Light-Go project in the amount of \$2,000,000 State Appropriations 073 (Green Light-Go) for the PE phase in FY18, District 6 TSMO Support Contract – MPMS #109842. These are additional funds to the region.

The consultant will provide for the necessary operational support to Transportation Systems Management and Operations (TSMO) projects such as the I-76 Integrated Corridor Management Project. The consultant will assist Department staff with providing key oversight and assist the Department to focus on Active Arterial Traffic Management and activities in the region to improve safety and mobility. Some of the activities may include the following:

- Developing Corridor specific Traffic Signal Management Plans, Concept of Operations, and Systems Engineering Documentation.
- Assist the Department with developing and executing Memorandums of Understanding (MOU) agreements.
- Provide performance based business and functional requirements gathering,
- Provide project coordination and management of TSMO related projects and activities.
- Provide project management and construction management assistance.
- Evaluate and develop routine executive reporting utilizing data and analytical tools.
- Provide and review final design, and assist with consultation during construction.
- Provide traffic operations management and arterial timing adjustments as needed
- Prepare system engineering report in close coordination with regional ITS architecture.
- Identify performance based key objectives including but not limited to such as improving arterial travel time reliability and performance, employing travel demand management technique, communicate real time traveler information via connected vehicle technology.
- Provide technical support with the deployment of Connected Automated Vehicle (CAV) applications.
- Identify appropriate system and functional requirements including but not limited to reliable communication infrastructure, data and storage needs, hardware and software for unified command and control, adaptive and dynamic signal control, transit signal priority, emergency signal preemption, automated timing plan generators, lane reservation on arterials, automated signal performance matrices, travel time.
- Address the need for ITS devices such as CCTV, DMS and travel time system for integrated corridor management. Identify maintenance response plan along with resource needs to operate and maintain complex arterial transportation system.
- Provide TMC technical staff assistance and training as needed.
- Provide technical assistance when conducting After Action Reviews or Program assessments
- Development of outreach materials (i.e. presentations, briefings, brochures, program information, and website information) as requested.
- Development of project special provisions or other necessary tasks to ensure regional operability.
- Development of communication and network design template for arterial roadway system.
- Assist with Communications and network troubleshooting, documentation working with Central Office and District staff. Coordination with the Central Office IT RTMC Liaison.
- Assist with Central Office Coordination
- Other activities related to Traffic Operations that will support the Department's program efforts to improve safety and mobility

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

Executive Director Barry Seymour noted that this is a first step towards hard-shoulder running on I-76. Jim Mosca, PennDOT, noted that this is a district initiative which began in 2013 and is an effort to provide competitive funding for Pennsylvania.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Squilla, seconded by Ms. Arkoosh, that the Board approve the following TIP actions:

PA17-64, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding two new Green Light-Go projects, Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreements, in the total amount of \$3,000,000 State Appropriations 073 (Green Light-Go). \$1,500,000 for the PE phase in FY18 in the City of Philadelphia (MPMS #109843) and \$1,500,000 for the PE phase in FY18 in Montgomery County (MPMS #109844). These are additional funds to the region.

PA17-65, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new Green Light-Go project in the amount of \$2,000,000 State Appropriations 073 (Green Light-Go) for the PE phase in FY18, District 6 TSMO Support Contract – MPMS #109842. These are additional funds to the region.

2e. PA17-66: I-76, Regional Travel Information, (MPMS #80093), Various Counties

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the CON phase of the I-76, Regional Travel Information, (MPMS #80093), by \$8,529,000 and programming the increased amounts as follows: FY18: \$3,108,000 NHPP/\$2,402,000 STU/\$1,377,000 State 581; FY19: \$716,000 NHPP/\$598,000 STP/\$328,000 State 581.

The engineer's initial cost estimate has increased as the project has progressed through the design process. Based on system requirements development, the estimated construction costs have increased to \$10,672,000. The total amount programmed for the Construction phase on the FY2017 TIP is \$2,143,000. The following items contribute to the cost increase but are not limited to: additional variable speed limit signs, Ground Mounted Cabinets/Battery Backup Systems, Additional conduit/junction boxes and increased cable size to accommodate battery backup, Maintenance and Protection of Traffic, and ATMS Software Module/integrations and testing.

This project evaluated Intelligent Transportation System (ITS) Enhancements within the I-76 Corridor from the Pennsylvania Turnpike to the US 1 interchange (Roosevelt Expressway). This section of I-76 has chronic congestion and a significant number of rear-end crashes that affect corridor traffic operations. Various transportation systems management and operations (TSMO) strategies to help PennDOT better manage traffic conditions throughout the I-76 Corridor were examined. Variable Speed Limit (VSL) and Queue Warning (QW) elements were identified as Early-Action Initiatives and are the focus of this project with the goal of providing public benefits as soon as possible.

Variable speed limits (VSL) are communicated to motorists by signs that include a post or overhead-mounted 2-character dynamic messaging device. A queue warning (QW) system collects and analyzes traffic data in order to issue automated warnings or other responses. For I-76, queue detection and warning systems will be utilized to provide vehicles with an advance notification that they are approaching slowing or stopped traffic and should remain alert for obstructions to their path.

The VSL and Queue Warning systems are anticipated to reduce the number of rear-end crashes and improve traffic flow along the corridor. These systems will include integration of traffic data into the Department's Advanced Traffic Management System (ATMS) software. This will allow for either automatic modification of speed limits in response to traffic conditions or manual modification by Regional Traffic Management Center (RTMC) operators through a central user interface. In addition, these systems will require modification to the existing communication network connections at the RTMC.

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.

2f. PA17-67: US 202, Township Line Road to Morris Road (61N), (MPMS #63490), Montgomery County

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the UTL phase of the US 202, Township Line Road to Morris Road (61N) project, (MPMS #63490), by \$9,649,000 and programming the increased amounts as follows: FY19: \$5,000,000 NHPP/\$1,250,000 State 581; FY20: \$2,719,000 NHPP/\$680,000 State 581.

The requested Utility phase cost increase is due to more necessary utility relocation than was anticipated when the lane widths were reduced to minimize the total impervious area for the project. This reduction in impervious area is necessary to meet the current storm water management regulations and requirements.

This project is part of the larger US 202 Section 600 widening and reconstruction project. It functions as a utility parent project for several mainline construction sections, including Section 61N. US 202 Section 61N is approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Townships. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvements will also take place at two offline intersections, North Wales Road/Township Line Road and Arch Road/Township Line Road to improve traffic flow through the area during construction.

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 by the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Squilla, seconded by Ms. Kichline, that the Board approve the following TIP actions:

PA17-66, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the CON phase of the I-76, Regional Travel Information, (MPMS #80093), by \$8,529,000 and programming the increased amounts as follows: FY18: \$3,108,000 NHPP/\$2,402,000 STU/\$1,377,000 State 581; FY19: \$716,000 NHPP/\$598,000 STP/\$328,000 State 581.

PA17-67, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the UTL phase of the US 202, Township Line Road to Morris Road (61N) project, (MPMS #63490), by \$9,649,000 and programming the increased amounts as follows: FY19: \$5,000,000 NHPP/\$1,250,000 State 581; FY20: \$2,719,000 NHPP/\$680,000 State 581.

2g. PA17-68: Bridge Replacement Brownsville Road, (MPMS #78516), Bucks County

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding the Final Design (FD) phase back into the TIP in the amount of \$1,400,000 by programming \$700,000 State 185 in FY18 and \$700,000 State 185 in FY19.

PennDOT is requesting that the Final Design phase be added back into the TIP as funds were not encumbered under the previous TIP. This project involves the

replacement of the Brownsville Road Bridge over Neshaminy Creek in Lower Southampton Township, Bucks County.

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 by the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-68, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding the Final Design (FD) phase back into the TIP in the amount of \$1,400,000 by programming \$700,000 State 185 in FY18 and \$700,000 State 185 in FY19.

3. FY2018 Work Program Amendments:

a. Completing the Circuit Trails

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained that in November 2017 DVRPC applied for and was awarded a three-year \$6.6 million grant from the William Penn Foundation to assist with the planning, design and construction of multi-use Circuit Trails.

Of the \$6.6 million, \$6,095,000 will be re-granted to construct, design, or plan Circuit Trails and \$505,000 will support DVRPC administration of the grant program, management of awarded grants, and continuing efforts to provide technical assistance to the larger trail-building community. The grant program will emphasize final design and engineering to prepare Circuit trail projects for future rounds of federal construction funding. Implementation of the Circuit is identified as a regional priority in *Connections 2045: Plan for Greater Philadelphia*. The grant period will begin in January 2018 and run through January 2021. Funding is \$6,600,000 from the William Penn Foundation.

Calvin Edghill, FHWA NJ, asked if DVRPC is involved in the construction of the trails. Mr. Seymour responded the DVRPC Project Implementation staff manages many of the approved projects but that we also have consultants on standby. Andrew Levecchia, Camden County, asked about the time frame for project selection and whether there is leftover funding from this year to carry over. Mr. Linn responded that January 2018 is the anticipated start date for looking at project selection and that DVRPC will work with

the counties until at least June on these selections. In terms of funding, we can use prior year funding and current year funding to further the projects selected.

A public comment from Dana Dobson on behalf of the New Jersey Conservation Foundation, Rails-to-Trails Conservancy and Tri-State Transportation Campaign was received in support of this project. Mr. Seymour noted that the full comments are in the Board folders.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Levecchia, seconded by Ms. Morton that the Board amend:

The DVRPC FY2018 Work Program to include *Completing the Circuit*, and authorize the Executive Director to enter into a contract with the William Penn Foundation for this project.

b. DRWI Data/GIS/Modeling Work Group

Christina Arlt, DVRPC Senior Planner, Office of Community and Economic Development, explained that in November 2017, DVRPC applied for and was awarded a two-year \$275,000 grant from the William Penn Foundation to assist with the creation of a Data/GIS/Modeling Work Group to support the Delaware River Watershed Initiative (DRWI). Of the \$275,000, \$90,000 will be re-granted to other organizations in the form of stipends for Work Group participation, map creation, and webinar production, and \$185,000 will support DVRPC's administration of the grant program, management of awarded stipends, and convening of the Work Group. This project is consistent with and supports implementation of the DVRPC Long-Range Plan, as, "Manage stormwater and improve water quality" is one of the goals under the "Sustain the Environment" principle, while "Encourage regional cooperation and multimunicipal planning" is a goal under the "Develop Livable Communities" principle in the *Connections 2045: Plan for Greater Philadelphia*. Funding is \$275,000 from William Penn Foundation; \$55,510 from Comprehensive Planning

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Levecchia, seconded by Ms. Arkoosh that the Board amend:

The DVRPC FY2018 Work Program to include *DRWI Data/GIS/Modeling Work Group*.

4. Release of Draft FY2019 DVRPC Unified Planning Work Program for Review and Comment

John Ward, DVRPC Deputy Executive Director, explained that authorization is being sought to distribute for review and comment the Draft Fiscal Year 2019 Planning Work Program consisting of : (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations. The draft document is available to Board members at today's meeting, will be posted on the DVRPC website, and hard copies will be sent to the regional libraries and tribal governments. All comments should be directed to public_affairs@dvrpc.org.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Ms. Morton, seconded by Mr. Remsa that the Board Authorize:

Distribution of the DVRPC Draft Fiscal Year 2019 Planning Work Program for review and comment.

5. PRESENTATION ITEMS

Chester County Landscapes 3 Comprehensive Plan

Michelle Kichline, Commissioner, Chester County, and Brian O'Leary, Executive Director, Chester County Planning Department, explained that as part of its comprehensive plan update, Chester County has worked with stakeholder groups to identify current trends and issues and conducted extensive public outreach using social media, interactive surveys, and videos. The presentation provided a summary of key issues raised and an overview of public outreach so far.

6. Municipal Actions to Protect and Improve Water Quality

Alison Hastings, DVRPC Manager, Office of Communications and Engagement, and Christina Arlt, DVRPC Senior Planner, Office of Community and Economic Development, explained that DVRPC staff recently completed a two-year stakeholder research project funded by the William Penn Foundation. Working with an advisory panel, staff prioritized actions municipalities can take and identified potential strategies to improve, protect and manage water quality in the Delaware River watershed. The highlights were presented.

DISCUSSION ITEMS

7. One Minute Reports

Elizabeth Smith, SEPTA, reported that SEPTA's key card stations are being constructed and that an early adopters program for regional rail users is expected in early 2018.

Calvin Edghill, FHWA NJ, reported that the TIGER program funding was not increased. The NJ Division has a new Assistant Division Administrator, Valeria Remezova. Mr. Edghill thanked DVRPC for hosting the recent FHWA Performance Measures Workshop and thanked DVRPC for hosting FHWA's Brian Goodson as an intern.

Michael Shorr, PA Governor's Policy and Planning Office, reported that on November 14 the CFA decided on the Greenways Trails & Recreation projects and funding and on Multimodal funding for projects. The PA DCED received over \$230 Million in requests for this Multimodal round.

Jim Mosca, PennDOT, thanked DVRPC for hosting the FHWA Performance Measures Workshop.

Peter Rykard, City of Chester, reported that the City of Chester was just awarded a CZM grant to complete the circuit in the city.

8. Executive Director's Report

a. PPTF Applicants

Mr. Seymour reported that the Public Participation Task Force is seeking new members. He asked Board members to send in any recommendations for possible applicants from Bucks, Chester, Delaware and Montgomery Counties.

b. Performance Measures Workshop

Mr. Seymour noted that DVRPC just held a two-day workshop on November 29-30 for FHWA to present tools and guidance to develop Transportation Performance Measures. More information on this will be coming at our January Board meeting.

c. TCDI and Livable Communities Summit

Mr. Seymour called the Board's attention to the TCDI and Livable Communities Summit that DVRPC held. This was a one-day forum on livable communities and the TCDI program. It was a chance to present the new long-range plan and how those policies relate to TCDI, as well as other DVRPC work.

d. WTS Award

Mr. Seymour reported that on November 30 DVRPC won the Philadelphia Award from WTS Philadelphia at their 2017 Annual Dinner. Other winners included the Roosevelt Boulevard Direct Bus Project and Michael Carroll was honored as Man of the Year.

e. Non-Profit Subsidiaries

Mr. Seymour noted that meetings are ongoing with the counties to develop the proposed structures for the non-profit subsidiaries in both states. Action is anticipated in January to take the next steps.

f. Breaking Ground Conference

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

g. Volkswagen Settlement

Mr. Seymour pointed out that the Trust Effective Date has been established and it is expected that the PADEP will seek a solicitation for equipment replacement projects this spring. Sean Greene is seeking input from the five Pennsylvania counties to put together a regional list.

h. New Releases

Mr. Seymour reported that DVRPC has some new releases including: Data Snapshot on Hospitality and Tourism; Data Bulletin on Population Estimates for 2010-2016; Municipal Implementation Tool Brochure on Age-Friendly Communities; 2000-2015 Travel Trends in Center City; Modern Trolley Station Design Guide (for SEPTA, forthcoming).

i. Staff Transitions

Mr. Seymour called the Board's attention to Tom McGovern's retirement from DVRPC after 36 years. Mr. McGovern has served as Comptroller and Director of Finance and Administration and some restructuring will take place as a result.

9. Committee Reports

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

- (1) Regional Technical Committee
- (2) Regional Safety 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 11:36 a.m. on a **MOTION** by Ms. Arkoosh, seconded by Ms. Floyd.

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