

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MARCH 15, 2005**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of February 15, 2005 were approved as mailed.

CHAIRMAN'S REPORT:

Warren Strumpfer, Vice Chair, conducted the meeting and provided the RTC report, noting that he had reported that a design description and map were needed for the Perry Street Reconstruction project. He also expressed the RCC's concerns regarding contaminants in the East Norriton PennVest application.

Mr. Strumpfer also reported on the March 9th special Board meeting that flexed \$42.7 million to SEPTA. He announced that the RCC's resolution which was adopted in February was provided to the Board. That resolution recommended approving the additional "flexing" of highway dollars to SEPTA to ease the current fiscal crisis. However, the RCC asked the DVRPC Board to urge the Pennsylvania Executive and Legislative branches to create a transit funding plan assuring adequate and predictable funding throughout the state in future years.

Mr. Strumpfer also noted that the Transportation Subcommittee had met with the RTC for a briefing on March 8th and then held a special session to come up with recommendations. The subcommittee will consider changing its regular meetings to this format when it meets on its regular date in April.

TIP ACTION NJ05-11a: US 130 AND NECK ROAD INTERSECTION:

Mr. Strumpfer, Transportation Subcommittee Chair, reported that Burlington County has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a new project to the Study and Development Program, the US 130 and Neck Road Intersection. \$350,000 would be drawn from the Local Scoping Line item (DB #X80B) which is set up to provide federal funds directly to member agencies for advancing projects through stages in the scoping process including environmental and engineering phases. The goal of the scoping process is to develop a solution to a defined problem in hopes of determining eligibility for a project to advance onto the Highway Program of the TIP. Problems result from the inability of high volumes of truck traffic to safely access the New Jersey Turnpike and I-295 from nearby warehouses and the Haines Industrial Park. Currently traffic must travel a several mile trip southbound on Route 130 to Burlington City in order to reverse direction. A jughandle proposed at US 130 and Neck Road and will serve trucks leaving facilities located along the southbound side of Rt.130 to make a u-turn to travel northbound to access either the NJ Turnpike or I 295.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the

DVRPC Board approve TIP Action NJ05-11a, Burlington County's request to add a new project to the Study and Development Program, the US 130 and Neck Road Intersection, drawing \$350,000 from the Local Scoping Line Item X80B. The RCC also notes that bicycle/pedestrian safety is an issue in this area.

MOTION CARRIED. (See Item A on voting record.)

TIP ACTION NJ05- 11b: EGG HARBOR ROAD CR 630, FROM HURFFVILLE-GRENLOCH TO HURFFVILLE-CROSS KEYS:

Gloucester County has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a new project to the Study and Development Program, the Egg Harbor Road, Hurffville-Grenloch Road to Hurffville-Cross Keys Road project. \$350,000 would be drawn from the Local Scoping Line item (DB #X80B) which is set up to provide federal funds directly to member agencies for advancing projects through stages in the scoping process including environmental and engineering phases. The goal of the scoping process is to develop a solution to a defined problem in hopes of determining eligibility for a project to advance onto the Highway Program of the TIP. The County intends to determine a solution to reduce congestion and provide better traffic flow for approximately 2.5 miles between Hurffville-Grenloch Road and Hurffville-Cross Keys Road, including investigating the feasibility and potential impacts of widening Egg Harbor Road. Washington Township has experienced significant population growth and Egg Harbor Road provides the direct link from Route 55 interchange on Route 47 near Five Points to the heart of Washington Township at the junction of Hurffville-Cross Keys Road. The roadway narrows down from a 4 lane roadway with auxiliary lanes during this stretch of roadway.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Finley Shapiro) to recommend that the DVRPC Board approve TIP Action NJ05-11b, Gloucester County's request to add a new project to the Study and Development Program, the Egg Harbor Road, Hurffville-Grenloch Road to Hurffville-Cross Keys Road project, drawing \$350,000 from the Local Scoping Line Item X80B. The committee believes that this area needs to continue to provide for bicycle facilities along the road, and the scope of the project should reflect this.

MOTION CARRIED. (See Item B on voting record.)

TIP ACTION PA05-15a: MARKET STREET BRIDGE PEDESTRIAN ENHANCEMENT:

The City of Philadelphia on behalf of the Schuylkill River Development Corporation (SRDC) has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP with \$250,000 specially earmarked DEMO funds for the Market Street Bridge Pedestrian Enhancement project (MPMS #72793). SRDC is the sponsor for the project which will add pedestrian enhancements to the Market Street Bridge over the Schuylkill River including improved lighting, balustrades, signage, and a portal to the Schuylkill River Park entrance. Design is underway, and this request will program \$250,000 for construction in FY05. DEMO funding has been provided through FHWA Section 115 funds which require no local match.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Karen Freidman) to recommend that the DVRPC Board approve TIP Action PA05-15a, the City of Philadelphia's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Market Street Bridge Pedestrian Enhancement project (MPMS #72793) to the TIP with \$250,000 specially earmarked Section 115 DEMO funds for construction in FY05.

MOTION CARRIED. (See Item C on voting record.)

TIP ACTION PA05-15b: N. DELAWARE RIVER EAST COAST GREENWAY:

The City of Philadelphia on behalf of the PA Environmental Council has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by programming \$750,000 specially earmarked DEMO funds for the North Delaware Riverfront Greenway project (MPMS #61712 formerly known as the Kensington and Tacony Trail) and changing the name of the project. The PA Environmental Council is the sponsor for the project which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of 4 major sections, which roughly run from the most southern portion (Section 1) near Allegheny Avenue and the Tioga Marine Terminal to the most northern portion (Section 4) near Pleasant Park and Linden Avenue in Northeast Philadelphia, with hopes of ultimately connecting to other East Coast Greenway projects in Bucks County. \$450,000 of the \$750,000 will be used for construction of Section 2 of the project which has been known as the Kensington and Tacony Trail which runs for approximately 1.8 miles following the abandoned Kensington and Tacony rail track along the Delaware River roughly between the Old Frankford Creek and Milnor Street. This section is the most advanced, is currently in design, and also has \$500,000 of TE funds programmed for construction. \$300,000 of the \$750,000 DEMO funds will be used for design of Section 4 which starts at the edge of Pennypack Creek, follows along the Delaware River, and proceeds along the southern edge of the Fire Academy ending near Pleasant Park and Linden Avenue. \$750,000 DEMO funding has been provided through FHWA Section 115 funds which require no local match. The project name and description will be changed to the North Delaware Riverfront Greenway project (MPMS #61712) to incorporate all 4 sections of the trail.

Discussion: The RCC questioned whether there would be remediation in this area. Members noted that a redevelopment plan is in place here. Candace Snyder and Elizabeth Schoonmaker of DVRPC's staff stated that they would check on this and why the cost is so high for a 1.8 mile stretch of trail.

(NOTE: A full Phase I, Phase II and Risk Assessment have been done for Section 2 of the K&T Trail and there is no need for remediation for the intended use. Despite the brownfields history, there was very little in the way of hazardous materials found. The North Delaware Riverfront Greenway project consists of four trail sections. Section 2 of the Trail is the furthest along in the design phase, so ample construction funds have been programmed to allow construction to advance when ready. Actual construction estimates are not yet known (design is not complete) and if all funds are not needed for Section 2, they will be used to advance another section.)

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Karen Friedman) to recommend that the

DVRPC Board approve TIP Action PA05-15b, the City of Philadelphia's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by changing the name of the Kensington and Tacony Trail project to the the North Delaware Riverfront Greenway project (MPMS #61712) and programming \$750,000 specially earmarked Section 115 DEMO funds for design and construction. The RCC feels it is imperative that this be noted as part of the East Coast Greenway.

MOTION CARRIED. (See Item D on voting record.)

TIP ACTION PA05-16: SOUTH STREET BRIDGE DETOUR:

The City of Philadelphia has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the South Street Advanced Contract Detour Signal Project (MPMS #72847), into the TIP with \$400,000 (\$320,000 STP funds/\$80,000 Local match) for an FY05 preliminary engineering phase. The South Street Bridge reconstruction project (MPMS # 17724) is scheduled for construction in FY2007, during which time the bridge will be closed and traffic will be detoured for approximately 17 months.

The purpose of the detour project is to design and construct a signal interconnect system that will minimize the disruption on the neighborhoods affected by increased traffic during the South Street Bridge reconstruction process.

Discussion: Members questioned whether the Streets Department notifies residents of such a far-reaching project. Ms. Schoonmaker will ask the City what public awareness is being done.

(NOTE: Public meetings were held a few years ago to explain the project scope and the detours. There was general acceptance of the need for the project and the necessity of the detours. The detour for the traffic that uses the South St. Ramps to have ingress & egress to I-76 has been coordinated with PENNDOT. The Traffic Unit of the Philadelphia Streets Department has set Walnut Street and Chestnut Street as the posted local detour. It is anticipated that regular users will seek additional alternate routes. As part of the project a major upgrade of affected intersections will be performed prior to the closure of the bridge to traffic. Because of the significant impact of these detours on the public, public awareness announcements will be made by the City prior to the implementation of the detours. At this time the details of the campaign have not been determined. Since PENNDOT typically handles detour projects of this magnitude, the City will work to follow the PENNDOT model to ensure effective public awareness.)

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action PA05-16, the City of Philadelphia's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding South Street Advanced Contract Detour Signal Project (MPMS #72847), into the TIP with \$400,000 (\$320,000 STP funds/\$80,000 Local match) for an FY05 preliminary engineering phase.

Although funding is coming from other pedestrian projects, there is no mention of bicycle/pedestrian issues in this TIP Action's scope of work. Additionally, the Bicycle Coalition of Philadelphia should be consulted on this project.

MOTION CARRIED. (See Item E on voting record.)

TIP ACTION PA05-17: VALLEY GREEN ROAD BRIDGE:

Montgomery County has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Valley Green Road Bridge replacement Project (MPMS #72355), into the TIP with \$500,000 (\$400,000 federal bridge funds/\$75,000 State/\$25,000 Local match) for an FY05 preliminary engineering phase. The heavily traveled bridge across the Wissahickon Creek in Whitmarsh was temporarily closed for some stop gap repairs and now allows a restricted 3 ton weight limit. The county hopes to provide new pedestrian access on the bridge which would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge. Final design, right of way, and construction are estimated at \$2 million for later fiscal years.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board not approve TIP Action PA05-17, Montgomery County's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Valley Green Road Bridge project (MPMS #72355) to the TIP.

The existing Valley Green Bridge over Wissahickon Creek is an early through-truss highway bridge built in 1884. It is historic and distinctive in technology and architecture and should not be destroyed. Other alternatives should be considered, including:

- Build a new bridge at another location in order to preserve the bridge in its current location.
- Consider if a bridge is needed at all. Can the Valley Green Road be sequestered?
- The bridge super-structure should be carefully dismantled and relocated where it can continue to serve usefully as a ped-bike bridge, possibly across the same stream.
- Is a road across a state park needed?

MOTION CARRIED. (See Item F on voting record.)

TIP ACTION PA05-18a: TRAFFIC CONTROL CENTER AND ITS SYSTEMS MAINTENANCE:

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Traffic Control Center and ITS Systems Maintenance Project (MPMS #72837), into the TIP with \$500,000 (\$400,000 CMAQ funds/\$100,000 State match) for an FY05 preliminary engineering phase. This action breaks out 50% of the funding in an existing TIP project (Traffic Control Center Expansion project, MPMS #69804), and creates a new project for just the equipment maintenance activity of the center. Funds for the operational staffing would remain in MPMS #69804.

The original scope of the existing Traffic Control Center Expansion project (MPMS #69804) was for a combination of the device/communications maintenance and inclusion of additional staffing for the operations center to provide 24 hour a day/7 days a week service.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-18a, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Traffic Control Center and ITS Systems Maintenance Project (MPMS #72837), into the TIP with \$500,000 (\$400,000 CMAQ funds/\$100,000 State match) for an FY05 preliminary engineering phase. The committee requests a presentation on traffic control and ITS, so that members may better understand the true value of the Traffic Control Center.

MOTION CARRIED. (See Item G on voting record.)

TIP ACTION PA05-18b: MERION AVENUE BRIDGE:

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Merion Avenue Bridge project (MPMS #16180), with \$250,000 (200,000 State/\$50,000 Local match) for final design and \$2.2 million (\$1.760 million federal Bridge/\$330,000 State/\$110,000 Local) for utilities in FY05, with construction programmed in later fiscal years. Construction (approximately \$5 million) will be noted on the April fiscal constraint chart. This project has been included in previous TIP's but was not carried over into the FY05 program while design and utility issues were resolved. The bridge crosses over Amtrak and SEPTA R5 rail lines in Lower Merion Township.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Karen Friedman) to recommend that the DVRPC Board approve TIP Action PA05-18b, , PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Merion Avenue Bridge project (MPMS #16180), with \$250,000 (200,000 State/\$50,000 Local match) for final design and \$2.2 million (\$1.760 million federal Bridge/\$330,000 State/\$110,000 Local) for utilities in FY05, with construction programmed next year and shown in the next constraint chart. The RCC requests that the project be expanded to allow road improvements for bicyclists and pedestrians, using standard size sidewalks with sufficient width.

MOTION CARRIED. (See Item H on voting record.)

TIP ACTION PA05-18c: CHURCH ROAD BRIDGE OVER R5:

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Church Road Bridge project (MPMS #16155), with \$375,000 (300,000 State/\$75,000 Local match) for final design and \$2.2 million (\$1.760 million federal Bridge/\$330,000 State/\$110,000 Local) for utilities in FY05, with construction programmed in later fiscal years.

Construction (approximately \$5 million) will be included in the next fiscal constraint chart. This project has been included in previous TIP programs but was not carried over into the FY05 program while design and utility issues were resolved. The bridge crosses over Amtrak and SEPTA R5 rail lines in Lower Merion Township.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-18c, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Church Road Bridge project (MPMS #16155), with \$375,000 (300,000 State/\$75,000 Local match) for final design and \$2.2 million (\$1.760 million federal Bridge/\$330,000 State/\$110,000 Local) for utilities in FY05, programmed next year and shown in the next constraint chart. The RCC requests that the project be expanded to allow road improvements for bicyclists and pedestrians, using standard size sidewalks with sufficient width.

MOTION CARRIED. (See Item I on voting record.)

TIP ACTION PA05-18d: PA 309 CHELTENHAM TO CHURCH:

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the FY05 construction phase of the Route 309 Reconstruction Project, Section 102 between Cheltenham Ave. And Church Road by \$12.513 million (\$10.010 million federal highway funds/\$2.503 million state match) due to a higher than expected construction bid. The cost increase covers items such as higher paving, mobilization, bridge removal, and earthwork costs. This would bring the total estimated construction cost for this section to \$87.355 million.

Discussion: RCC members asked Ms. Schoonmaker to check on whether PennDOT plans to communicate with local officials regarding this project.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Karen Friedman) to recommend that the DVRPC Board approve TIP Action PA05-18d, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing the FY05 construction phase of the Route 309 Reconstruction Project, Section 102 between Cheltenham Avenue and Church Road by \$12.513 million (\$10.010 million federal highway funds/\$2.503 million state match/ CMAQ, \$163,200 contractor match). However, the RCC asks that the restoration of access to the rail trail (Plymouth Branch/West Haws Lane) be added to the project.

MOTION CARRIED. (See Item J on voting record.)

APPROVAL OF PENNSYLVANIA HOME TOWN STREETS/SAFE ROUTES TO SCHOOL (HTS/SRS) PROJECTS (2004-2005) FOR INCLUSION IN THE DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Ryan Gallagher, DVRPC Project Implementation Coordinator, stated that PENNDOT has allocated \$16 million in Home Town Streets and Safe Routes to School (HTS/SRS) funds over the next 4 years to the DVRPC region. Additionally, \$62 million in statewide discretionary funds is also available for projects statewide during this same period. A regional competition began in 2004 with applications due on-line by August 1, 2004.

Fifty-six eligible applications were received. Each was reviewed and scored based on criteria established by the selection committee comprised of PENNDOT District 6-0, the county (in

which the project was located), and the RCC. The scores were standardized and normalized, then a ranked list was considered by the selection committee on October 1, 2004. The selection committee developed its recommendations from the list and forwarded them to PENNDOT.

In October 2004 the Board approved a set of projects for funding and sent this recommended list of projects to PennDOT. The Board also approved sending a list of projects to be funded by a set-aside for the Secretary of Transportation to award for projects of statewide significance.

PENNDOT recently approved the entire list of new regional projects submitted by the DVRPC. PENNDOT also approved three of the recommended projects for discretionary funding along with five additional projects.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by John Pawson) to recommend that the DVRPC Board amend the FY 2005 Transportation Improvement Program by programming the available funding for the Home Town Streets and Safe Routes to School Programs with individual projects broken out and assign MPMS numbers at the appropriate time.

MOTION CARRIED. (See Item K on voting record.)

FY 2006 MOBILITY ALTERNATIVES PROGRAM (MAP) WORK PROGRAMS:

Stacy Bartels, DVRPC Marketing and Commuter Benefits Manager, reported that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos.

At PennDOT's request, the DVRPC Board has been asked to review and approve the individual work programs, which are included in the attached packet and give a description of the work which will be undertaken in FY 2006.

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the maximum of \$67,450 each. The City of Philadelphia Office of Strategic Planning (successor to the Mayor's Office of Transportation) plans to subcontract with the Clean Air Council, and has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251, 000, which includes Administration,

Share-A-Ride Operations, and Marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

Discussion: The committee stated the need for criteria to ascertain whether program goals are being met. Ms. Bartels explained that this is difficult to assess because it is hard to track changes in behavior. The program is not funded at a level that allows for this in-depth assessment. A quarterly report is provided and an annual summary completed for the program.

ACTION TAKEN BY COMMITTEE:

MOTION (by Kay McKenna, seconded by John Pawson) to recommend that the DVRPC Board approve the FY 2006 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, the City of Philadelphia, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

MOTION CARRIED. (See Item L on voting record.)

DESTINATION 2030 LONG RANGE PLAN TRANSPORTATION PROJECTS:

Michael Boyer, DVRPC Manager, Office of Long-Range Planning, stated that DVRPC staff has identified a set of candidate projects to be included in the 2030 Long Range Plan. The candidate list only considered projects of major regional significance. *Major Regional Projects* have an impact on regional travel patterns or are types of projects that highlight Plan policies or strategies. Smaller scale projects, such as isolated intersection improvements, signal system interconnection projects and bridge replacements are considered consistent with the Long Range Plan, but typically do not provide major regional impacts. Therefore, they are not specifically listed in the Plan document.

The candidate list of projects was comprised of 1) projects and studies from the *Horizons 2025* Long Range Plan, 2) projects that came from corridor and technical studies, and 3) recommendations from member governments and operating agencies. The Pennsylvania and New Jersey RTC Subcommittees have evaluated the list of candidate projects and have selected a subset of projects that fit within the fiscal-constraint of the Long Range Plan as determined by the Financial Plan. The RTC Subcommittees are comprised of county government, state departments of transportation, transit operating agencies, port authority and Regional Citizen Committee representatives.

As part of the project selection process, DVRPC staff analyzed over 210 candidate projects to determine how well each project met the various goals of the Plan. The RTC Subcommittees were then provided the evaluation summary to consult during project selection. The fiscally-constrained project set will be used to determine the Plan's conformity with regional air quality requirements.

Candidate projects that were not selected for the fiscally-constrained set of projects will be placed on the Aspirations Plan. The Aspirations Plan will be included in the 2030 Plan document as a separate list of regional priorities that are not able to be funded within this iteration of the Long Range Plan.

Mr. Boyer noted that the only change to the priority list is the substitution of the Broad Street Subway Extension for the Northeast Rapid Transit project, due to a shift in the City of Philadelphia's priorities.

Discussion: One RCC member felt that a clarification is needed on the Schuylkill Valley Metro description, as well as on the Keystone line, both of which only show levels of funding within the Delaware Valley region. Hans Van Naerssen explained how he ranked projects on a separate set of listings (see attached). Lorraine Brill asked that her opposition to the removal of the Northeast Rapid Transit Extension be noted. This project has been through years of study and has been reviewed by the FTA.

ACTION TAKEN BY COMMITTEE:

MOTION (by Loraine Brill, seconded by Ernest Cohen) to state the following to the DVRPC Board:

The RCC is unable to rank the transportation projects as submitted by the RTC because there are no justifications, descriptions, or explanations regarding the value of each project. This applies to both operational improvements and new capacity for both highway and especially transit.

However, the committee has made an initial effort to rank projects, as listed on the attached sheets.

The RCC opposes the RTC recommendation to substitute the Broad Street Subway Extension for the Northeast Rapid Transit project because the Broad Street project has not been studied.

MOTION CARRIED. (See Item M on voting record.)