

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MARCH 14, 2006**

APPROVAL OF MINUTES:

The minutes of the February 14, 2006 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Warren Strumpfer, Chair, reviewed the Staff Summary of Board Responses for February, 2006, noting that the RCC did not approve TIP Actions PA05-60 and reluctantly approved NJ06-06. He had mentioned that the committee was disappointed with the cost increase in the latter project. He stated that he did not see Brent Barnes' comments in response to him in the Board minutes. (NOTE: Upon checking with the Executive Secretary, it was clarified that Mr. Barnes' comments consisted of agreement with the disappointing nature of the cost increase in this project.) Ajay Creshkoff stated that, as a matter of policy, the Board minutes should reflect all comments made in response to RCC comments. Mr. Strumpfer clarified his concerns regarding the Environmental Task Force becoming part of the RCC, but his worries were alleviated by comments made at the Board meeting. A proposed presentation by Hans van Naerssen and Mr. Strumpfer on the RCC's concern about Board response to their committee comments had been deferred until March and may be handled initially through a meeting with DVRPC staff. Dennis Winters stated that he had attended an East Coast Greenway meeting at which an AMPO representative had noted that singular nature of DVRPC's RCC and that there were few like it in the country. Mr. Creshkoff stated that DVRPC needs to revisit the operational and general definitions of the RCC and clarify what it expects of the committee.

RTC REPORT:

John Boyle, RTC representative, deferred to Lorraine Brill who reported that she had reviewed the RCC's actions for the RTC. She also clarified that the DRPA representative had answered her concerns regarding a PATCO project that had been allotted demo funds by Senator Lautenberg out of the NJ pot of money.

**TIP ACTION NJ06-07: SEN-HAN TRANSIT BUS REPLACEMENT PROGRAM(DB #X065),
CAMDEN COUNTY:**

John Boyle RCC Transportation Representative, stated that Camden County has requested that DVRPC modify the FY2006-2008 TIP for New Jersey by programming \$100,000 CMAQ per year for an initiative to replace the current fleet used by Sen Han Transit to provide modified fixed route transit service which is open to the general public as well as senior citizens and persons with disabilities in Camden County. Seven vehicles of the original fleet were purchased with CMAQ funds several years ago, but they have accumulated significant mileage and need to be replaced. \$100,000 per year will enable a phasing in of new vehicles over time until the whole fleet can be replaced. Any costs above the \$100,000/year will be provided by the County or the Senior Citizens United Community Services (SCUCS) which is the designated agency for coordinating special transit services. The project would be included as a component of the Local CMAQ Initiatives Line Item (DB #X065) using \$100,000 per year of the existing \$845,000. Over \$745,000/year for other initiatives will still be available.

Discussion: The committee discussed the fact that these private services work closely with NJ Transit and that various funding sources are tapped.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Elaine Cohen) to recommend that the DVRPC Board approve TIP Action NJ06-07, Camden County's request to modify the FY2006-2008 TIP for New Jersey by programming \$100,000 CMAQ per year as a component of the Local CMAQ Initiatives Line Item (DB #X065). In addition, the RCC requests that bike racks be added to this project.

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

TIP ACTION NJ06-08: TUCKAHOE ROAD (CR 557) SECTION 6, MARSH LAKE BRANCH TO ROUTE 40 (DB #D026, FUTURE PROJECTS), GLOUCESTER COUNTY:

Gloucester County has requested that DVRPC modify the FY2006-2008 TIP for New Jersey by programming \$2.5 million STP-STU funds for the FY06 construction phase of the Tuckahoe Road (CR 557), Marsh Lake Branch to Route 40 project. This local project is now ready to advance to construction. The project will provide for the reconstruction of the existing roadway to include shoulders, improve the geometry of a horizontal curves, as well as improve the existing conditions of two intersections (Blue Bell Road and US 40/Brewster Road). This project would be funded by the DVRPC Future Projects Line Item DB #2026. Currently, \$6.401 million STP-STU is available in the Line Item for selected projects. DVRPC and the county are working jointly on a bicycle plan.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action NJ06-08, Gloucester County's request to modify the FY2006-2008 TIP for New Jersey by programming \$2.5 million STP-STU funds for construction in FY06 as a component of the DVRPC Future Projects Line Item DB #2026. The RCC also noted that Tuckahoe Road is a very important bike route and the shoulder should be striped with bike lanes.

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

TIP ACTION PA05-64a: UPPER MERION/BRIDGEPORT TOWNSHIP WIDE TRAFFIC SIGNAL CLOSED LOOP (MPMS #58662), MONTGOMERY COUNTY:

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a signal project back into the TIP, the Upper Merion/Bridgeport Township-wide Traffic Signal Closed Loop signal project (MPMS #58662), programming \$4 million for construction in FY06 (\$1 million CMAQ/\$250,000 local) and FY07 (\$2.2 million CMAQ/\$550,000 local). This project was originally selected as part of a previous round of the DVRPC CMAQ Competitive Program, has been under design locally, and is now ready to advance to construction. The system will be a closed loop system with central monitoring provided via fiber optic connection to the township building and PENNDOT's Control Center. The project contains approximately 70 signals and is part of the Deployment Plan for the I-76 Corridor ITS traffic management plan.

Discussion: The RCC was informed that pedestrian count-down signals will be provided. Dennis Winters noted how impressed he had been with this type of signalization in Washington, D.C. Candace Snyder, DVRPC Public Affairs Director, stated that John Madera, DVRPC _____ has proposed a way to address the RCC's concerns about bicycle/pedestrian needs and staff will be meeting internally about this before coming to the RCC with suggestions.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-64a, PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Upper Merion/Bridgeport Signal system (MPMS #58662), programming construction for \$1 million CMAQ/\$250,000 local match in FY06, and \$2.2 million CMAQ/\$550,000 local match in FY07.

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

TIP ACTION PA05-64b: PA 309 CONNECTOR PROJECT (MPMS #16438), MONTGOMERY COUNTY:

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing FY06 and FY07 programming for the project by \$11.5 million. The request is to increase the right of way phase by \$4.34 million, advance it, and program it in FY06 (\$4.6 million HWY/\$1.150 million state) and FY07 (\$600,000 HWY/\$150,000 state). Further, increase the utility phase by \$5 million, and program \$2 million HWY/\$21,000 DEMO/\$505,000 state in FY06, and \$2 million HWY/\$500,000 state in FY07. Final design for the project calls for some refining of the alignments and required right of way takes. Complex utility issues include a high tension electrical facility and substations that run through the project, and several utility poles that must be relocated. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. There will be a two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. Construction for this project is included in the Later Fiscal Years of the Preliminary Draft FY07 TIP Update presently underway, and estimated costs for the construction phase have been revised from \$45 million to \$65 million.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-64b, PennDOT's request to modify the FY2005-2008 TIP for Pennsylvania by increasing the right of way phase by \$4.34 million, and advancing it and programming it in FY06 (\$4.6 million HWY/\$1.150 million state) and FY07 (\$600,000 HWY/\$150,000 state). Further, increase the utility phase by \$5 million, and programming \$2 million HWY/\$21,000 DEMO/\$505,000 state in FY06, and \$2 million HWY/\$500,000 state in FY07 and requests that a description of bike lane accommodations be added to the project.

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

TIP ACTION PA05-64c: GERMANTOWN AVENUE OVER CRESHEIM CREEK (BRIDGE) (MPMS #57899), PHILADELPHIA:

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding the preliminary (\$766,000 HWY/\$190,000 state) and final design (\$300,000 HWY/\$75,000 state) and utility phases (\$4.6 million HWY/\$1.150 million state) to the Germantown Avenue Reconstruction North project in FY07 and FY08, and increasing the right of way (\$276,000 HWY/\$69,000 state) in order to get the project ready for construction (which is programmed in current TIP in FY09). The scope of the project is the reconstruction of Germantown Avenue from Allens Lane to Mermaid Lane, a distance of approximately 3,350 feet. The project will include the reconstruction of the roadway, drainage improvements, replacement of the existing SEPTA trolley track facilities, as well as new curbing, sidewalk, street lighting, trees, and utilities as needed. The project will also include the rehabilitation of the existing stone arch bridge over Cresheim Creek which runs parallel to Cresheim Valley Drive. The project title and description will be edited to reflect the proper scope. See also MPMS #48191 (TIP ACTION PA05-64d) which previously contained the roadway reconstruction portion of this project. Construction for this project is shown as beginning in FY07 in the Preliminary Draft FY07 TIP Update presently underway, and estimated costs for the construction phase have been revised from \$800,000 to \$13 million. Construction phases will be increased and advanced in upcoming months to be consistent with the Draft FY07 TIP. Construction phases for the two projects combined have been revised from approximately \$5 million to \$19 million.

Discussion: Catherine Franklin, who lives in this area, presented neighborhood concerns and suggestions for improvements that preserve the historic nature of area. She explained that Germantown streets are comprised of granite blocks. She wants to protect the historic streets and believes that PENNDOT and SEPTA have closed their ears to this issue. She is asking that the streets be repaired and that the surface of the road be restored in granite.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by) to recommend that the DVRPC Board not approve TIP Action PA05-64c, PennDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the preliminary (\$766,000 HWY/\$190,000 state) and final design (\$300,000 HWY/\$75,000 state) and utility phases (\$4.6 million HWY/\$1.150 million state) to the Germantown Avenue Reconstruction North project in FY07 and FY08, increasing the right of way (\$276,000 HWY/\$69,000 state), and refining the title, and description of the project. Construction phases will be increased and advanced in upcoming months to be consistent with the Draft FY07 TIP. The RCC submits the following statement:

We recognize that this section of road needs to be repaired but cannot approve this action until the design maintains the current historical and cultural value; i.e., the granite blocks are maintained between the rails. This would put the roadway in conformance with section code 106, which deals with historic preservation. Appropriate agencies should help find additional funding. Work should include a solution for all sub-surface drainage problems and springs.

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

TIP ACTION PA05-64d: GERMANTOWN AVENUE RECONSTRUCTION (MPMS #48191), PHILADELPHIA:

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding the final design phase (\$161,000 HWY/\$40,000 state) and utility phase (\$2.760 million HWY/\$690,000 state) in FY07 to the Germantown Avenue Reconstruction South project in order to get the project ready for construction (which is programmed in FY09 in the current TIP). The scope of the project is the reconstruction of Germantown Avenue from Ashmead Street to a point south of Church Lane, a distance of approximately 2,000 feet. The project will include the reconstruction of the roadway, drainage improvements, replacement of the existing SEPTA trolley track facilities, as well as new curbing, sidewalk, street lighting, trees, and utilities as needed. The project title and description will be edited to reflect the proper scope, which will be roadway reconstruction of the one section of roadway instead of two. See also MPMS #57899 (TIP ACTION PA05-64c) which will advance the section of roadway adjacent to Cresheim Valley Drive. Construction for this project is shown as beginning in FY07 in the Preliminary Draft FY07 TIP Update presently underway, and estimated costs for the construction phase have been revised from \$4 million to \$5.2 million. Construction phases will be increased and advanced in upcoming months to be consistent with the Draft FY07 TIP. Construction phases for the two projects combined have been revised from approximately \$5 million to \$19 million.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Lorraine Brill) to recommend that the DVRPC Board not approve TIP Action PA05-64a, PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the final design phase (\$161,000 HWY/\$40,000 state) and utility phase (\$2.760 million HWY/\$690,000 state) in FY07, and refining the title, and description of the project. Construction phases will be increased and advanced in upcoming months to be consistent with the Draft FY07 TIP. The resolution from TIP Action PA05-64c applies to this action as well.

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

(NOTE: Elizabeth Schoonmaker, DVRPC TIP Manager, supplied the following comments regarding the rationale for using concrete pavement instead of granite block in the track areas for the reconstruction of Germantown Ave.:

SR 4007, Sec 14B (Northern Section):

1. The 9-inch deep girder rail that currently exists in Germantown Avenue with the granite block paving is no longer manufactured and the existing granite blocks, which are nominally 5" to 6" deep are not compatible with SEPTA's standard 6-5/8-inch deep T-rail and track structure due to inadequate clearance above the ties, rail clips and screw jacks required for the proper placement of the granite block and setting bed on a stable uniform surface.
2. Concrete paving in the track area provides a safe roadway surface with adequate skid resistance for the traveling public. Granite block provides a less desirable level of skid resistance.

In fact there is a documented accident history associated with the existing granite block paving in the 7400 and 7500 blocks (between Gowen Avenue and Cresheim Valley Drive) of Germantown Avenue as evidenced by the recent court decision to allow SEPTA to overlay this portion of Germantown Avenue with asphalt.

3. Concrete paving in the track area will be consistent with the adjacent sections of Germantown Avenue, while the proposed granite block outside of the track area will maintain the historic aesthetic characteristics of the roadway.

4. Concrete paving in the track area is compatible with SEPTA's maintenance procedures and whereas granite block is not.

5. Granite block paving is much more expensive than concrete paving.

6. Based on our calculations, upon completion of the project there will only be a 12% reduction in the area of granite block paving within the limits of work. This calculation is based on full width existing granite block paving between Gowen Avenue and the Cresheim Valley Bridge, not the asphalt paving overlay that currently exists.

7. The project will provide a uniform paving section for the length of the project by eliminating the asphalt paving between Gowen Avenue and the Cresheim Valley Bridge that was recently installed by SEPTA and by restoring the granite block paving to the areas outside of the trolley track area between Allen's Lane and Gowen Avenue.

SR 4005, Sec 15P (Southern Section):

1. The 9-inch deep girder rail that currently exists in Germantown Avenue with the granite block paving is no longer manufactured and the existing granite blocks, which are nominally 5" deep to 6" deep are not compatible with SEPTA's standard 6-5/8-inch deep T-rail and track structure due to inadequate clearance above the ties, rail clips and screw jacks required for the proper placement of the granite block and setting bed on a stable uniform surface.

2. Concrete paving in the track area provides a safe roadway surface with adequate skid resistance for the traveling public. Granite block provides a less desirable level of skid resistance.

3. Concrete paving in the track area will be consistent with the adjacent sections of Germantown Avenue, while the proposed granite block outside of the track area will maintain the historic aesthetic characteristics of the roadway.

4. Concrete paving in the track area is compatible with SEPTA's maintenance procedures and whereas granite block is not.

5. Granite block paving is much more expensive than concrete paving.)

TIP ACTION PA05-65a: UPPER DARBY EARMARK (NEW PROPOSED DEMO PROJECT, MPMS #74799), DELAWARE COUNTY:

This action was deferred because not all project details have been developed.

TIP ACTION PA05-65b TIDAL SCHUYLKILL RIVER GREENWAY & TRAIL (NEW PROPOSED DEMO PROJECT, MPMS #68067), PHILADELPHIA:

The City of Philadelphia has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding phases and increasing the funding for an existing TIP project, the Tidal Schuylkill River Greenway & Trail, using SAFETEA DEMO #1189 for \$1.344 million DEMO combined with a \$336,000 local match for design in FY06 and construction in FY07. Originally selected as part of the DVRPC Competitive CMAQ Program, the goal of the project is to provide an extension of the Schuylkill River Trail from Locust Street to South Street, including landscaping and lighting.

The project sponsor is the Schuylkill River Development Corporation (SRDC). SAFETEA DEMO #1189 will provide the federal funding combined with local match funds from a State Capital Assistance Grant and the Army Core of Engineers.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-65b, the City of Philadelphia's request to modify the FY2005-2008 TIP for Pennsylvania by adding \$320,000 DEMO/ \$80,000 local match for both PE and FD in FY06, and \$704,00 DEMO/\$176,000 Local match for construction in FY07 for the Tidal Schuylkill River Greenway & Trail (MPMS #68067).

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

TIP ACTION PA05-65c: SCHUYLKILL GATEWAY PROJECT (NEW PROPOSED DEMO PROJECT, MPMS #74824) PHILADELPHIA:

The City of Philadelphia has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP, the Schuylkill Gateway Project (MPMS #74824) using two SAFETEA earmarks totaling \$1.7 million DEMO funds. The Schuylkill River Development Corporation (SRDC) is the sponsor of the project which will provide for the design and the construction of operational, structural, and aesthetic improvements to the Walnut Street Bridge, Chestnut Street Bridge, Schuylkill Avenue and Station Square at 30th Street Station. Improvements will included streetscape, crosswalk, curb, and sidewalk improvements. SAFETEA earmark ID #4815 and 357 will supply the funding accordingly: FY06 preliminary engineering (\$120,000 DEMO/\$30,000 local match); FY06 final design (\$120,000 DEMO/\$30,000 local match); FY07 construction (\$1.460 DEMO/\$365,000 local match).

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-65c, the City of Philadelphia's request to amend the FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP, the Schuylkill Gateway Project (MPMS #74824) programming FY06 preliminary engineering (\$120,000 DEMO/\$30,000 local match); FY06 final design (\$120,000 DEMO/\$30,000 local match); and FY07 construction (\$1.460 DEMO/\$365,000 local match). The RCC notes that the Gateway Project schedule should be amended to take into account increased volume of traffic during the two years of construction on the South Street Bridge. This closure will particularly affect bicyclists and pedestrians. The committee asks that these comments be forwarded to the Philadelphia Streets Department.

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

DRAFT CONFORMITY FINDING FOR MERCER COUNTY:

Jienki Synn, DVRPC Senior Transportation Planner, explained that this conformity finding covers fine particulate matter (PM_{2.5}) in Mercer County, which is the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area.

This finding is the second and final installment of the conformity determination for the FY 2006 TIPs and the *Destination 2030* Long Range Plan. Two adoptions were necessary due to the DVRPC's geographic split between two non-attainment area designations.

In December 2005, the DVRPC Board authorized staff to open a minimum 30-day public comment period to receive comment on the draft conformity finding of the FY 2006 New Jersey TIP and the *Destination 2030* Long Range Plan. For PM_{2.5} in Mercer County, DVRPC has held a public comment period from February 1, 2006, to March 2, 2006, during which a public meeting was also held. DVRPC received one comment, which was not relevant to any specifics of the conformity determination. DVRPC received no other comments on the draft finding. As adopted, this document will accompany the current conformity finding, which was certified by the Board resolution B-FY06-003 on January 26, 2006.

Discussion: The RCC questioned the impact of the new standard. Mr. Synn explained that it will probably be a long-term effect rather than an on the ground, short-term impact. Pat Horrocks stated that the RCC should add a comment to future pertinent projects that states that whenever new vehicles are being sought, there should be an automatic request to use low emission and efficient vehicles and/or alternative fuel vehicles. It was noted that msot of these grant requests fo through PennDOT. Sheikh Gardrie stated that he believes that the ozone standard would be better understood if the color code system were accompanied by an explanation of the percentages of pollution.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the DVRPC Board adopt the conformity finding of the DVRPC TIP and the *Destination 2030* Long Range Plan for Mercer County, New Jersey by approving Resolution B-FY06-005.

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

FY 2006 PLANNING WORK PROGRAM AMENDMENT: BEN FRANKLIN WEST-SIDE ROADWAYS CONGESTION MITIGATION PROJECT:

Tom Walker, DVRPC Manager, Office of System Planning, explained that the Delaware River Port Authority (DRPA) is in the process of conducting a traffic study for the Ben Franklin Bridge west-side access and egress roadways. This work program provides DVRPC support required for the Needs Study portion of this congestion mitigation project. It includes the work needed to assemble a database of relevant DVRPC data and to prepare 2030 projections of traffic volumes on the Ben Franklin Bridge and for a limited number of roadways in the Vine Street Corridor and other impacted areas. In cooperation with the consultant, projections will be prepared for the No-build and up to four improvement alternatives.

Mr. Walker clarified that the study will examine ways to improve access to the bridge on the Pennsylvania side. This is one of three studies to be conducted by DRPA. The other two studies include a reveiw of rail studies and the former Reading line as a possible means of expanding PATCO: and in Pennsylvania, a study of possibly implementing a trolley and extending the subway surface lines to the river.

Discussion: Hans van Naerssen stated that bicycle and pedestrian access to the bridge is a major issue. He asked if the project can be expanded to include bike/ped access. Dennis Winters noted that this does not fulfill the "Complete Streets" principles which include all transportation modes. Roxane Shinn stated that congestion pricing should be considered. Lorraine Brill questioned how and when the public will have a chance to comment on these projects. Mr. Walked stated that public participation is built into each project. Ajay Creshkoff pointed out that this is piecemeal planning and a violation of DVRPC's responsibility for regional planning.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Pat Horrocks) to recommend that the DVRPC Board amend the DVRPC Fiscal Year 2006 Planning Work Program to include the Ben Franklin Bridge West-side Roadways Congestion Mitigation Project.

AMENDMENT (by Dennis Winters, seconded by John Boyle) to note that the RCC asks that a "Complete Streets" approach be used by DRPA in this study, including access to all transportation users; that full public participation be available in the project; congestion pricing be considered as an element of the study; and that, because this is one part of a three-part study, that an overall approach be used, rather than a piecemeal approach.

MOTION CARRIED, AS AMENDED. (See Item J on voting record.)

FY 2006 PLANNING WORK PROGRAM AMENDMENT: SOUTHEASTERN PENNSYLVANIA REGIONAL TRANSPORTATION, LAND USE AND ECONOMIC DEVELOPMENT INTEGRATION STRATEGY AND ACTION PLAN:

Richard Bickel, DVRPC Deputy Director, Regional Planning Division, explained that economic development has become an integral role of the public sector, as local governments, counties and states each compete to attract new or expanded business opportunities – and their related jobs and tax revenue – to their own communities. All too often, however, economic development practitioners at each level of government have not fully considered regional and local land use and transportation plans in their location decisions. This has led to situations where new retail, commercial or industrial facilities and their employees are encouraged to locate in areas inadequately served by transportation capacity and services. Transportation planners must then react to expand or provide capacity at these locations, at the expense of previously planned or programmed improvements in other areas.

In order to create a closer integration between economic development practitioners and transportation planners, in 2003 four Pennsylvania state agencies joined together to sponsor a statewide conference on transportation and land use for economic development, resulting in a Statewide Action Plan. The statewide conference was followed by a series of regional conferences, including a southeast region conference held on May 24, 2005 in Norristown. Convening of the regional conference and completion of the summary report represent an important first step toward identifying the steps necessary to better integrate transportation, land use and economic considerations into decision-making which will impact the present and future direction of the region. However, in order to now move these ideas from paper to practice, further work is needed to engage the leadership of the region, enhance relationships, and align the necessary resources to accomplish the individual action items in the plan.

Through working in partnership at the regional level and with the Commonwealth agencies, land use, transportation and economic development practitioners in southeastern Pennsylvania can create a model process for the state and the nation that is smart, sound, sustainable and successful.

Discussion: The committee asked what economic development groups and developers would sit in on this group. The RCC discussed the many problems that exist in the region with developers controlling local politicians. Bill Marston noted that the Sustainable Business Network of Philadelphia should be added as a member of this group, and the RCC asked that Dennis Winters be included as the RCC representative. Hans van Naerssen noted that quality of life issues are tantamount.

ACTION TAKEN BY COMMITTEE:

MOTION (by Ernest Cohen, seconded by John Pawson) to recommend that the DVRPC Board amend the FY2006 Work Program to include a project, *Southeastern Pennsylvania Regional Transportation, Land Use and Economic Development Integration Strategy and Action Plan*, and revise Project 07-51-030 to combine these scopes of work and budgets in FY2007. The RCC asks that an RCC representative be appointed to this group.

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

FY 2006 JARC GRANT PROGRAM (NJ):

Karen Cilurso, DVRPC Senior Regional Planner, explained that the Transportation Equity Act for the 21st Century (TEA-21) included a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute (JARC) Grant Program. This program was intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare and lower income persons, as well as reverse commute trips for the general population. TEA-21 has expired and has been replaced by the new *Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy of Users (SAFETEA - LU)* for Fiscal Years 2006 to 2009, with the JARC program continuing under FTA administration. However, given unexpended TEA-21 JARC fund balances for Fiscal Years 2004 and 2005 (\$5.38 million in southeastern Pennsylvania and a statewide balance of \$5.2 million in New Jersey), it is essential to fully encumber these funds before using funding from the new Act. A 50% non-Department of Transportation funds match is required for the JARC grant program. The required match for New Jersey applicants will be provided through Temporary Assistance for Needy Families (TANF), State Transportation Innovation Fund, Department of Human Services, and county dollars.

FTA regulations for the JARC program require metropolitan planning organizations (MPO=s), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Regional Job Access and Reverse Commute Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals. After project solicitation in November 2005, DVRPC received nine Letters of Intent from Pennsylvania applicants and four from New Jersey applicants by the January 9th, 2006, submission date

Following the February 21, 2006, meeting of the Pennsylvania Special Committee (composed of city, county, public transit agency, and Regional Citizens Committee representative), it was mutually agreed that action of the proposed projects would be deferred until the May Board meeting. The intervening time period will be used to resolve, costs, service, match and coordination issues identified at the meeting.

For the New Jersey projects, all of which are continuation projects from exiting applicants, DVRPC conducted email and phone coordination with the New Jersey Special Committee (which has a similar membership composition). The New Jersey Committee found that:

- (1) All of the proposed projects are consistent with DVRPC's adopted Areawide JARC transportation Plan;
- (2) All of the applicants are qualified to undertake the services proposed;
- (3) Each applicant should continue to work with NJ TRANSIT to complete the full application process; and
- (4) The proposed projects are ranked in accordance with the criteria and weights developed by DVRPC. These project priorities are attached, if needed. The committee wishes to emphasize that it believes that all of the projects are high priority and should receive equal funding consideration by NJ TRANSIT and FTA.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Bob Machler) to recommend that the DVRPC Board approve the prioritized listing of Job Access and Reverse Commute (JARC) Grant Program projects for New Jersey.

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

SEAMLESS TRANSPORTATION SERVICE TO AND THROUGH THE REGION'S CORE AND COMPUTING A TRANSIT SCORE PROTOCOL FOR THE REGION:

Dr. Joseph Hacker, DVRPC Manager, Office of Transit, Bicycle and Pedestrian Planning, explained that the goal of the *Seamless Transportation Service to and Through the Region's Core* project is to recommend short-term, no-build, major improvements to public transportation aimed at increasing net revenues. One failing of the present regional transportation system is the minimal coordination in service and fares among the three major service providers whose lines intersect in the regional core.

He noted that a technical advisory committee had been formed to review findings. To date, trip flows have been analyzed by reviewing Journey to Work patterns, as well as key transfer nodes (which include 8th and Market, 13th and Locust, and Suburban Station) and movements across the Delaware River. Dr. Hacker stated that there are very few trips between states via transit. The majority of these are handled by PATCO. Origin and destination have been reviewed and staff is now beginning field views and quality assessment. John Boyle stated that the study needs to look at missing links that are not direct connects. Bill Marston asked how staff accounts for "missed or failed trips." Dr. Hacker answered that there is not good way to anticipate missed trips. He stated that the study will try to capitalize on those areas that have already been enhanced.

Dr. Hacker reported that the *Computing a Transit Score Protocol for the Region* project has a goal of developing or adopting technical criteria and protocol for determining the potential of specific service for different geographic areas of the region. This project will review current methods used by NJ Transit for its “Transit Score” criteria to determine in what ways such a method could be beneficial for Pennsylvania and Southeastern Pennsylvania Transportation Authority (SEPTA).

This project is comprised of two sections: the first being the evaluation of NJ Transit’s method of determining a “Transit Score” for use in Pennsylvania, based in part on data and technical requirements. Secondly, once a consensus is reached regarding the method, the method will be applied to the region as a whole to generally evaluate current services and prospects for future services.

Discussion: John Pawson stated that missing links in the transit system need to be examined, such as those on existing surfaces; i.e., bus routes. Discussion focused on how to measure potential and the need for a universal fare structure. Dr. Hacker responded that the fare structure will be a recommendation but it is up to the transit companies to determine this.

SUBCOMMITTEE REPORTS AND ACTIONS:

Transportation Subcommittee: John Boyle stated that a yahoo web site had been set up as a chat room. RCC members can log on at groups.yahoo.com/rcc_transportation.

2030 Task Force: John Pawson stated that Roxane Shinn has indicated that she wants to compare past DVRPC long-range plans and that he has supplied most going back about 50 years – plans that in some cases DVRPC does not have copies of. He noted that missing sidewalks should be an initiative, and cited such examples as those along Street Road and US 202. He feels that most communities don’t have a bicycle or sidewalk plan.