

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
FEBRUARY 13, 2007**

APPROVAL OF MINUTES:

The minutes of the January 16, 2007 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Warren Strumpfer, RCC Chair, reiterated his comments and apology to DVRPC staff that he made at the January 2007 Board meeting, regarding the January 16, 2007 RCC meeting. He noted that the RCC will not condone an "attack the messenger" mentality in regard to DVRPC staff presenters. It is a privilege to participate in the RCC and to take part in a public forum, and DVRPC and agency staff members are competent professionals who deserve respect within the public forum. As Chair, he will exert control and will do everything in his power to create a non-adversarial atmosphere where everyone is respected.

Regarding last month's PennVest applications, Mr. Strumpfer noted that he expressed to the Board the RCC's uncomfortableness with voting on items without sufficient background information. However, Kevin Gallagher of PA DEP responded and noted that he will forward the RCC additional information regarding the projects. Mr. Strumpfer was also pleased that several RCC recommendations were acknowledged and accepted by staff, as illustrated in upcoming projects pertaining to Roosevelt Boulevard and the Cooper River Drainage Project, and that responses will be given to the RCC's comments on the FY 08 Work Program,

RTC REPORT:

Lorraine Brill reported that the RTC reviewed the same action items, and that there was a second meeting held for the newly formed Regional Transportation Advisory Committee. Mr. Strumpfer noted that he was very encouraged by the formation of this committee.

DVRPC STAFF RESPONSE TO RESOLUTION RE: STEWARDSHIP OF PUBLIC FUNDS

Charles Dougherty, DVRPC Director of Technical Services, presented an overview of funding related to DVRPC, particularly the Transportation Improvement Program. Mr. Dougherty's PowerPoint presentation, which was in response to Anne Carroll's paper on "Stewardship" and which is attached to these minutes, offers an overview on how to understand the TIP process, and how priorities are set within the project listing.

Discussion: There was discussion regarding earmarks ; Mr. Dougherty noted that earmarks do not usually cover more than a very small part of the actual cost of a project, and that DVRPC's general policy is that earmarks do not necessarily make for good planning. Mr. Dougherty also noted DVRPC's specific responsibilities and limitations within this planning process– the Commission acts as accountant and advisor, and is exploring other ways to be more effective in the planning process. Ajay Creshkoff noted that measurable outcomes and the effectiveness of used funds should be noted in TIP documents. Mr. Dougherty responded that the states are developing programs regarding those issues: "right-sizing" and "smart- sizing"

AMENDMENT TO THE NEW JERSEY MEMORANDUM OF UNDERSTANDING (MOU) ON

PROCEDURES TO AMEND OR MODIFY THE TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Dougherty explained that as required by federal regulations, a Memorandum of Understanding (MOU) exists between the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT), and New Jersey Transit (NJ TRANSIT) to establish agreed upon procedures for modifying or amending the TIP for New Jersey. From time to time this MOU requires changes to improve clarify or streamline the process as DVRPC strives to advance all TIP programmed projects as quickly as possible. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while all other changes require a formal action by the Board. Changes to the existing MOU have been proposed that address three issues:

- language that will make the MOU SAFETEA-LU compliant;
- language that will increase the cost thresholds for changes that require no action by DVRPC, and actions that can be handled administratively in order to more appropriately address current project costs and increases; and
- language that specifically outlines procedures for reporting by NJDOT and NJ TRANSIT, and MPO requests for information.

The recommended changes are shown in the attached document. Replace the red "strikeout" language with the new language indicated in red and underlined which reflects the following:

- New language to make the MOU SAFETEA-LU compliant (e.g. noting the TIP is now a four year program in New Jersey);
- New language which increases cost change thresholds and adds a percentage benchmark for TIP changes that require no action by DVRPC, and TIP actions that can be handled administratively; and
- New language that specifically outlines procedures for reporting by NJDOT and NJ TRANSIT, and MPO requests for information.

Discussion: Hans Van Naerssen asked if a 50% change in a project is too much of a difference to handle administratively? Mr. Dougherty replied that the TIP is not a contract, the project costs in the TIP are constantly changing. Once a contract is devised for a TIP project, a different set of project and budget management guidelines takes over.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the Board amend the New Jersey Memorandum of Understanding on Procedures to Amend or Modify the TIP

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

TIP ACTION PA07-23: CHESTNUT HILL PARKING LOT REHABILITATION (PROPOSED NEW DEMO PROJECT) PHILADELPHIA

John Pawson, substituting for John Boyle, explained that the Philadelphia Streets Department has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Chestnut Hill Parking Lot Rehabilitation using \$247,500 FTA DEMO funds provided by a FY06 Appropriations bill, and a \$82,723 local match. The project will provide for the resurfacing, lighting, signage, upgrading of parking attendant booths, and communication systems for two parking facilities in the Germantown Avenue Commercial Corridor, which has 120 businesses, and SEPTA routes R7, R8, L, 77 and 94. A parking study and improvements to seven lots have already been completed as part of the larger improvement program and serve as the local in-kind match. The funding will be programmed for construction in FY07 (\$247,500 DEMO/\$82,723 local match). The FY 2006 Appropriations DEMO ID# is PA E-2006 BUSP.

Discussion: There were several questions regarding the ownership of the lots in question, and if public dollars should be spent for potentially privately owned facilities. However, it was noted that the parking lots support businesses in the area which is a benefit for the overall economic development of the community. John Pawson also reiterated earlier remarks made at the Transportation Subcommittee that earmarks and DEMO projects

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Dennis Winters) to recommend that the Board approve TIP Action PA07-23, City of Philadelphia Streets Department's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Chestnut Hill Parking Lot Rehabilitation (Proposed new DEMO Project) and programming \$247,500 DEMO funds/\$82,723 local match for construction in FY07 (\$247,500 DEMO/\$82,723 local match). This recommendation is based on the condition that this is a public parking lot. The RCC also notes that it does not like earmarks.

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

(NOTE: Elizabeth Schoonmaker, DVRPC Manager, Capital Programming, provides the following information: The Chestnut Hill Parking Foundation is a non-profit organization which handles all of the operations, maintenance, taxes, staffing, etc. for the 9 "community" lots in Chestnut Hill. They lease the lots for a dollar a year as they have done for the last 54 years, since the properties were essentially "donated" (dollar a year) by the private owners. Chestnut Hill Parking Foundation operates the lots as public lots and handles all of the lots' paving, stripping, taxes, lightning, lot attendants, payroll, insurance, etc. The property owners do not receive any other funds for the properties other than the dollar per year.)

TIP ACTION PA07-24: DEFERRALS RESULTING IN TECHNICAL DELETIONS FROM THE TIP, MPMS #16086, 15698, 64846, 17581, 70243, 16688, 64017, 17817, 57904, 64805, 68064)

- 1) PA 29 Gravel Pike (Bridge), (MPMS #16086), Montgomery County**
- 2) Mill Road Bridge, (MPMS #15698), Montgomery County**
- 3) James Street Bridge, (MPMS # 64846), Montgomery County**
- 4) Bells Mill Road, (MPMS #17581), Philadelphia**
- 5) American Street, (MPMS #70243), Philadelphia**
- 6) PA 23, River Road (MPMS #16688), Montgomery County**
- 7) Sumneytown Pike, (MPMS #64017), Montgomery County**
- 8) Henry Ave. Bridge over SEPTA, (MPMS #17817), Philadelphia**

9) PA 291, Platt Bridge, (MPMS #57904), Philadelphia
10) City Wide Sidewalk Bumpouts, (MPMS #64805), Philadelphia
11) I-76 West Ramps 1- Henderson/Gulph Road Widening, (MPMS #68064),
Montgomery County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring phases for several projects in the TIP in order to 1) indicate more accurate "let" schedules, 2) accommodate cost increases for other projects that are ready to advance at this time, and 3) maintain fiscal constraint of the TIP. These deferrals result in phases being pushed out of the 4 year TIP program and "technical deletions" of several projects. PennDOT District 6 has been going through a significant exercise to establish realistic let dates for projects that are currently in the pipeline and at the same time work with county representatives and member governments to set some priorities as it has become clear that cost increases are going to continue to impact the program. All of the projects deferred as part of this action will continue to show in the program with funding captured in "Later Fiscal Years" and their let date noted. DVRPC will keep a running list of any project that has been shifted back significantly since the beginning of the FY07 fiscal year, October 1, 2006. This list will be considered at the time of the FY09 PA TIP update which begins in the fall of 2007, along with the issue of whether to add new projects to the program.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Dennis Winters) to recommend that the Board approve TIP Action PA07-24, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by technically deleting MPMS #16086, 15698, 64846, 17581, 70243, 16688, 64017, 17817, 57904, 64805, 68064 to coincide with revised let dates, with the caveat that if any bridge or road closures occur within this package of projects, then they should be reassigned at a higher priority.

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

TIP ACTION PA07-25b: CLOSED LOOP TRAFFIC SIGNAL SYSTEM - STATE ROAD FROM ROUTE 3/WEST CHESTER PIKE TO US 1/TOWNSHIP LINE ROAD (MPMS # 57756), DELAWARE COUNTY

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP that was never obligated and missed being carried over into the FY07 TIP. The Closed Loop Traffic Signal System on State Road between Rolling Road and Hilltop Road. (MPMS #57756) will be programmed for \$800,000 for construction in FY07, and \$400,000 for construction in FY08, acknowledging a Toll Credit Match. The project is ready to advance to construction. Project will include installation of an interconnected closed loop traffic signal system by replacing obsolete traffic controllers at 13 intersections on State Road between Rolling Road and Hilltop Road. The system will be tied via fiber optics to a central monitoring location which will most likely be the Upper Darby Township Building. It will be monitored by Upper Darby's in-house personnel and remote access will be accommodated. Pedestrian poles, pavement markings, and signage will be included.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by John Burkhardt) to recommend that the Board

approve TIP Action PA07-25b, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding the Closed Loop Traffic Signal System on State Road between Rolling Road and Hilltop Road (MPMS #57756) back into the TIP, programming \$800,000 STU in FY07 and \$400,000 STU in FY08 for construction.

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

TIP ACTION PA07-25c: US 202, TOWNSHIP LINE ROAD TO MORRIS ROAD (SECTION 61N), (MPMS # 63490), MONTGOMERY COUNTY

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the right of way phase by \$13 million NHS funds, (\$4,000,000 NHS/\$0 Toll credit match in FY08 and \$9,000,000 NHS/\$0 Toll credit match in FY09), and deferring \$12 million of the FY08 and FY09 construction phases to FY11 (Later Fiscal Years) for the US 202, Township Line Road to Morris Road (Section 61N) project (MPMS # 63490). This \$38 million project includes widening US 202 for approximately 2.4 miles from two lanes to 5 lanes including a center turn lane in this section of US 202 between Township line Road and Morris Road. Five culverts will be replaced in this portion of section 600 and traffic signal equipment will be replaced at the intersections with Swede Road, Yost Road, Jolly Road and Skippack Pile (PA 73).

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Lorraine Brill) to recommend that the Board approve TIP Action PA07-25c, PennDOT's request to modify the FY2007-2010 TIP for Pennsylvania by increasing the right-of-way phase by \$4,000,000 NHS funds in FY08 and \$9,000,000 NHS funds in FY09, and deferring the FY08 and FY09 construction phases (\$12,000,000 NHS) to FY11 for the US 202, Township Line Road to Morris Road (Section 61N), (MPMS # 63490).

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

TIP ACTION NJ07-08: GLOUCESTER COUNTY GUIDE RAIL SAFETY PROJECT (DB #D0411), GLOUCESTER COUNTY

Gloucester County has requested that DVRPC amend the FY2007-2009 TIP for New Jersey by programming \$70,000 STP-STU funds in FY07 for final design and \$500,000 STP-STU in FY08 for construction for the Gloucester County Guide Rail Safety Project (DB #D0411). The final design and construction phase funding will be provided by the Future projects line item DB #D026. This project initially originated as a local scoping project with \$100,000 STP-STU funding programmed in FY04 for preliminary engineering, and has graduated into a TIP project. Gloucester County has 16 locations where county roadways either cross over or under the NJ Turnpike without actual access to the toll facility. When the turnpike was constructed in the 1960's, steel guide-rail and other dated appurtenances attached to the turnpike's parapets were installed and given to the county to maintain. The original installations are substandard and pose traffic safety hazards such as improper shielding for any errant vehicle as well as blunt and fixed object hazard. This project will provide for the design of 5 guide-rails on the following roads: Tomlin Station Road, Ogden Station Road, Parkville Station Road, Elm Avenue, and Tanyard Road.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Kay McKenna) to recommend that the Board approve TIP Action NJ07-08, Gloucester County's request to amend the FY2007-2010 TIP for New Jersey by programming \$70,000 STP-STU funds in FY07 for final design and \$500,000 STP-STU in FY08 for construction of the Gloucester County Guide Rail Safety Project (DB #D0411).

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

TIP ACTION NJ07-09: CR 571/PRINCETON HIGHTSTOWN ROAD (LOCAL SCOPING PROJECT), (DB# TBD), MERCER COUNTY

Mercer County has requested that DVRPC modify the FY2007-2009 TIP for New Jersey by programming \$300,000 STP-STU funds from FY07 of the DVRPC Local Scoping Line Item for CR 571/Princeton Hightstown Road (Local Scoping Project). The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximate 1 mile segment that connects them. CR 571 is a major east-west corridor at the northern edge of the county, and the Central Jersey Transportation Forum has endorsed the improvement concept. There is a severe safety concern regarding the area where the road drops from four to two lanes. The County and West Windsor Township hope to make "main street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes, and no additional through travel lanes. Currently, \$2 million STP-STU is available in the FY07 Local Scoping Line Item for selected projects, and \$1.7 million will remain in FY07 after this action. This project was recommended for inclusion in the Local Scoping program last year, but was never advanced to federal authorization.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Lorraine Brill) to recommend that the Board approve TIP Action NJ07-09, Mercer County's request to modify the FY 2007-2009 TIP for New Jersey (FY2007-2009) by programing \$300,000 STP-STU for Local Preliminary Design (LPD) from the DVRPC Local Scoping Line Item (DB number to be determined) for CR 571/Princeton Hightstown Road project.

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

PENNSYLVANIA REGIONAL SAFETY INITIATIVE PROGRAM PROJECT SELECTION FOR INCLUSION IN FY 07 TIP (MPMS #57927), CHESTER COUNTY AND CITY OF PHILADELPHIA

Elizabeth Schoonmaker, Manager, Capital Programming, explained that SAFETEA-LU authorized a new core federal aid safety funding program to achieve a significant reduction in traffic fatalities and serious injuries on public roads. Highway Safety Improvement Program (HSIP) funds are apportioned to states (after a set-aside for the Railway-Highway Crossing Program). The DVRPC region in Pennsylvania has approximately \$10 million in HSIP funding available for safety related improvements in each fiscal year 2007 through 2010. Over a third of the region's

HSIP funding has already been directed toward Railroad/Highway Grade Crossings (MPMS # 36927 in the Pennsylvania TIP) for grade crossing improvements such as the installation or upgrading of warning devices/signals/ gates/rubberized strips.

The balance, or roughly \$6 million in HSIP funds are available for programming in our PA region annually as part of the Regional Safety Initiatives line item (MPMS #57927) in the Pennsylvania TIP for selected safety improvements. The improvements must be supported by safety crash data and eligible for inclusion in PennDOT's Strategic Safety Plan. Some of the \$6 million HSIP funds are already programmed on existing TIP projects and are so noted.

Three new specific projects have been identified and are recommended for funding through the Regional Safety Initiatives line item (MPMS #57927):

- PA 100 Safety Project in North Coventry and Upper Uwchlan Townships, Chester County
- Roosevelt Expressway Safety Improvements in Philadelphia
- Henry Avenue Corridor Safety Improvements in Philadelphia

DVRPC is currently working with PennDOT to determine existing TIP projects that are eligible and can use HSIP funds in FY07 since the 3 new projects do not draw down the majority of FY07 HSIP funds. A funding swap could occur, thereby "freeing" those funds for other use on other existing projects.

The three new projects recommended for funding are:

1) PA 100 Corridor Safety Project in Chester County - \$1,575,000

This project implements the short-term recommendations of the PA 100 Safety Study, conducted by DVRPC, of the approximately 8.5 miles through North and South Coventry, East Nantmeal, West Vincent, and Upper Uwchlan Townships in Chester County between Hanover Street (North Coventry Township) and Font Road (Upper Uwchlan Township). Several fatalities along the corridor over the last 10 years have been of great concern, and Chester County requested that DVRPC examine the causes and develop an action plan. Specific improvements identified in the study and recommended for funding include 1) applying Nova Chip to increase skid resistance at curves (this \$580,000 portion of the project will be funded and advanced through a state program and will not be funded with the HSIP funds), 2) pull-outs for police speed enforcement, 3) two dynamic message signs to warn motorists of unsafe road conditions, 4) construction of a northbound left turn lane at PA 23, and 5) extension of the Blackhorse Hill climbing lane transition and flattening its curve. It is anticipated that design will begin this fiscal year 2007, with construction planned for FY09 or sooner as possible.

2) Roosevelt Expressway Safety Improvements in Philadelphia - \$4,400,000

This project aims to reduce the number of injuries and the severity of those injuries along the approximate 3 mile section of limited access highway known as the Roosevelt Expressway. The

anticipated benefits of the project are to 1) minimize the angle of redirecting vehicles off the median barrier; 2) preventing penetration through the barrier; 3) eliminating the blunt end of bridge abutment walls; and 4) reducing the number of single vehicles running off the road along the right shoulder in both directions. These goals will be accomplished by 1) installing over 12,000 feet of improved safety-shape concrete median barrier with ample delineation; 2) installing reflective pavement markers; 3) installing milled shoulder rumble strips; and 4) installing roadside barrier and crashworthy end treatments at bridge abutments. Design for this project will get underway this fiscal year 2007, with construction anticipated in FY08.

3) Henry Avenue Corridor Safety Improvements in Philadelphia - \$1,000,000

The Henry Avenue/Ridge Avenue Corridor was initially selected and studied by PennDOT as a Congested Corridor Improvement Program. This heavily traveled corridor extends 6.2 miles from Roberts Avenue (1755 feet north of Hunting Park Avenue) to the Montgomery County Line and is impacted by a high congestion related crash rate and is characterized by a high percentage of angle, head on, and pedestrian related crashes especially at intersections. Specific safety improvements to be advanced may include: installation of hand-man pedestrian signals, advanced pedestrian signal timings, and pedestrian bumpouts; installation of centerline rumble strips at all painted median locations where appropriate; selective tree removal where appropriate based on crash cluster information; installation of reflective pavement markers; and new mast arms. The approaches at Walnut lane and Hunting Park Ave will be considered for minor widening for turn movements, conditional on concurrence from the City of Philadelphia.

Discussion: Ms. Schoonmaker noted that crash data was used in the project selection criteria in response to Dennis Winters' question regarding project selection.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the Board approve the list of selected new projects for safety improvements to be funded with PA HSIP funds and modify the FY2007 Transportation Improvement Program (TIP) for Pennsylvania by adding the list of recommended projects to the Regional Safety Initiatives Line (MPMS #57927) and drawing funds down to individual project MPMS numbers at the appropriate time. Other existing eligible TIP projects will be identified to draw down unused balances of FY07 HSIP funds. Recommended new projects:

- PA 100 Safety Project for Corridor through North and South Coventry, East Nantmeal, West Vincent, and Upper Uwchlan Townships in Chester County;
- Roosevelt Expressway Safety Improvements in Philadelphia; and
- Henry Avenue Corridor Safety Improvements in Philadelphia.

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

PROJECT SELECTION FOR PENNSYLVANIA DISTRICT (6) ROUNDABOUTS INCENTIVE PROGRAM (MPMS #76173)

Gastonia Anderson, DVRPC Transportation Planner, noted that during the FY07 TIP update

process, a new line item was established in the Pennsylvania TIP to fund some “pilot” roundabout projects in the region. The Pennsylvania District (6) Round-Abouts Incentive Program line item, (MPMS #76173) makes \$2 million funding available in the Pennsylvania DVRPC region to provide for the implementation of low cost roundabouts where they would be appropriate to solve problematic road intersections. In the Pennsylvania DVRPC region, two specific projects have been identified and are recommended for funding through this program: Cold Spring Creamery / Burnt House Hill Roads in Buckingham Township, Bucks County - \$800,000 for construction; and PA 52/Wawaset/Unionville Road South in Pocopson Township, Chester County - \$850,000 for construction.

Both projects will advance through the design process using local funding, and construction funding will be provided at the agreed upon amount based on current estimates. Additional costs above and beyond the estimates will be the responsibility of the townships. The Bucks County project may be ready to advance late this fiscal year or early FY08, and funding will be drawn down from the line item for individual project MPMS #'s at the appropriate time. The Chester County project must complete the design process and is expected to advance to construction in FY08 or FY09. A third location in Delaware County in Aston Township is under discussion and review with PennDOT, and may be the third candidate for approval at a later date.

Discussion: Ms. Anderson will follow up to see if bike lanes and pedestrian considerations will be included in the roundabout planning. Where appropriate, bike/ped considerations should be considered.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the Board approve the list of selected roundabout projects and modify the FY2007 Transportation Improvement Program for Pennsylvania by adding the list of recommended projects to the District Roundabouts Incentive Program line item (MPMS #76173) and drawing funds down to individual project MPMS numbers at the appropriate time:

- Cold Spring Creamery / Burnt House Hill Roads in Buckingham Township, Bucks County - \$800,000 for construction.
- PA 52/Wawaset/Unionville Road South in Pocopson Township, Chester County - \$850,000 for construction.

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

PROJECT SELECTION FOR THE PENNSYLVANIA DISTRICT (6) BRIDGE DESIGN Program (MPMS #75767)

Ms. Anderson reported that during the FY07 TIP update process, a new line item was established in the PA TIP to fund design of state and local bridge projects. The PA District Bridge Design Program line item (MPMS #75767) makes \$10 million (\$8 million federal Bridge funds/\$1 million state/\$1 million local) in design funding available in FY07 for the repair or replacement of structurally deficient State and Local bridges in the DVRPC region. In the past, fully funded (design, right of way, and construction) bridge projects have been added to the TIP during the update process. Projects typically showed construction schedules 2-3 years following design, and it has turned out that projects are typically taking longer than that to advance to construction. In an

effort not to tie up funds in unrealistic estimated construction schedules, the region made the decision to select a handful of projects (24) and break them out to individual construction projects in the Pennsylvania TIP as they are closer to completing the design phase with more realistic schedules and cost estimates. Setting aside a line item for construction costs in FY11 will be discussed during the FY09 TIP update process next winter, as these 24 projects carry an estimated construction cost of over \$56.9 million in today's dollars. The 24 projects are noted on the attached spreadsheet.

These projects will also be subject to the new Pennsylvania Planning and Programming Checklist developed as a tool by PennDOT to identify potential natural, socioeconomic, and cultural resources that may be impacted by a given transportation construction project, thereby affecting a project schedule, budget, and level of documentation required. The checklist provides a summary of the various resources and topics to be considered during project planning, and is a precursor to the formal scoping process under NEPA. It is hoped that applying the checklist to these bridge projects will assist in more accurate and realistic programming. A copy of the checklist is provided in your packet.

ACTION TAKEN BY COMMITTEE:

MOTION (by Kay McKenna, seconded by Dennis Winters) to recommend that the Board approve the list of selected projects for inclusion in the PA District Bridge Design Program line item (MPMS #75767) and modify the FY2007 Transportation Improvement Program for Pennsylvania, drawing funds down to individual project MPMS numbers at the appropriate time.

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

FY 08 PLANNING WORK PROGRAM AMENDMENT: CHILD PASSENGER SAFETY PROGRAM, CHILDREN'S HOSPITAL OF PHILADELPHIA

John Coscia Jr., DVRPC Manager, Project Implementation, explained that DVRPC is proposing an amendment to the DVRPC FY2008 Work Program to add the Child Passenger Safety Program, Children's Hospital of Philadelphia (CHOP). CHOP received a SAFETEA-LU transportation earmark in the amount of \$1 million DEMO/\$250,000 Local Match to be used for a Child Passenger Safety Program. DVRPC is going to serve as the public sponsor for CHOP and will provide some project administration services for processing invoices, etc., for the effort which will involve three different phases over a three year period.

The goals of the program are:

- (1) Increase Use of Automobile Restraints in Children and Youth Populations;
- (2) Marketing Campaign Targeted to At-Risk Populations for Low Use of Automobile Safety Restraints; and
- (3) Evaluate New Parent Website - *K After the Injury: Helping Parents Help Their Kids To Prevent Post Traumatic Stress Syndrome After Childhood Injury Due to Motor Vehicle Incident*

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the Board amend the DVRPC Fiscal Year 2008 Planning Work Program to include the Child Passenger Safety Program, Children's Hospital of Philadelphia.

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

ADOPTION OF THE CONFORMITY FINDING REAFFIRMATION OF THE DVRPC FY 2007 TRANSPORTATION IMPROVEMENT PROGRAMS (TIPs) AND THE *DESTINATION 2030* LONG RANGE PLAN (LRP)

Sean Greene, DVRPC Transportation Planner, explained that transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitment for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the FY 2007 TIPs and the *Destination 2030* LRP.

In December 2006, the DVRPC Board adopted the conformity finding of the FY 2007 Pennsylvania TIP, FY 2007 New Jersey TIP, and the *Destination 2030* LRP. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties);
- PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area); and,
- PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area).

WILMAPCO is currently updating their FY 2008-2011 TIP and 2030 RTP. Since New Castle County is included in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, DVRPC must reaffirm the previous conformity determination to support WILMAPCO's conformity determination for their TIP and RTP. DVRPC has held a public comment period from January 16, 2007 to February 14, 2007. Current as of this summary sheet preparation date, no comments have been received regarding the draft conformity finding. All comments received by the closing of the comment period – and subsequent DVRPC responses – will be properly documented and reported to the Board.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Lorraine Brill) to recommend that the Board adopt the reaffirmation of the conformity finding of the FY 2007 DVRPC TIPs and the *Destination 2030* LRP by adopting Resolution B-FY07-006.

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

APPROVAL OF THE FY 2008 PENNDOT TRANSPORTATION MANAGEMENT ASSOCIATION (TMA) ASSISTANCE GRANT PROGRAM WORK PROGRAMS

PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA generally undertakes similar work. The Central Philadelphia TMA's Work Program is tailored to the particular transportation needs of Center City. The individual Work Programs, in the attached packet, give a description of the work each of them plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, SEPTA, and PennDOT staffs.

In January 2006, the DVRPC Board approved a 20% funding increase for the program. The maximum allowable grant was raised to \$192,000 per TMA, and each TMA has applied for that amount. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of each application indicates each applicant is able to meet their match requirement. Draft work programs for each applicant were released for comment in January. Comments received by the closing date of January 19 were incorporated and the final documents are now ready for approval.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Hans Van Naerssen) to recommend that the Board approve the FY 2008 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 M on the voting record.)

APPROVAL OF THE FY 2008 MOBILITY ALTERNATIVES PROGRAM (MAP) WORK PROGRAMS

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 (through the Clean Air Council) 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 2008.

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: Hans van Naerssen complimented Sarah Oaks in the high level of transparency in putting these packages together

ACTION TAKEN BY COMMITTEE:

MOTION (by Kay McKenna, seconded by John Pawson) to recommend that the Board approve the FY 2008 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 N on the voting record.)

PRINCETON JUNCTION TRANSIT-ORIENTED DEVELOPMENT PUBLIC PARTICIPATION PLAN

Richard Bickel, AICP, Director, DVRPC Planning Division, explained that after the RTC meeting, NJDOT requested that this item be added to the Board agenda. West Windsor Township entered into a contract with the Hillier Group to do Transit Oriented Development Planning. This planning effort is consistent with Route 1, BRT Planning and Central Jersey Forum planning principles. NJDOT needs DVRPC to act as a conduit for additional funding to be given to the consultant to complete a public participation effort related to the project. No scope of work has been provided for the public participation effort. If additional information is not made available in time for the Board meeting, it will probably be added to the March agenda.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Roxane Shinn) to recommend that the Board table this issue until additional information is received.

MOTION CARRIED. (See Item O on the voting record.)

(**NOTE:** Immediately following the RCC meeting, this action was deferred by NJDOT until March, 2007.)

INFORMATION ITEMS

PENNSYLVANIA COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

Karen Cilurso, DVRPC Senior Regional Planner updated the RCC on the Coordinated Human Service Transportation Plan effort, which is a new program that encompasses the Job Access Reverse Commute (JARC) Program as well as other human service transportation programs. She invited the RCC to attend a Self-Assessment and planning meeting on February 15, 2007, for the five southeast Pennsylvania counties (Philadelphia, Montgomery, Bucks, Delaware and Chester). She noted that the New Jersey counties will be holding their own planning meetings in the coming months. She also noted that the Greater Philadelphia Urban Affairs Coalition, an organization that received JARC funding was put on probation, but in working with the GPUAC, it was proposed that their transportation services would be discontinued, but the organization would still work with TMAs to facilitate access for people to get to their jobs through placement services. FY08 will mean more federal cuts in transit funding, which means that services have to be efficient and lean, which is one of the reasons that the coordinated effort is underway.

Discussion: Dennis Winters and Kay McKenna noted that they would attend the February 15th meeting.

SUBCOMMITTEE REPORTS AND ACTIONS

2030: John Pawson reported that Mike Boyer presented upcoming changes to the 2030 Plan.

Goods Movement Task Force: John Pawson noted that a new access road is being proposed for the Navy Yard, and that a potential truck diversion study is being considered. Mr. Pawson also noted that the train line paralleling I-95, to see if double-stack train cars are feasible.

OLD/NEW BUSINESS:

Ajay Creshkoff distributed a paper regarding waterfront planning and DVRPC's involvement in future planning efforts related to the two gaming sites that were chosen in the City (see attached). Candy Snyder noted that a presentation by staff regarding DVRPC's gaming study has been repeatedly postponed due to time constraints. The presentation will be tentatively set for next month's RCC meeting. Mr. Creshkoff also wanted to know if there was DVRPC representation on the Penn Praxis Advisory Committee.

Hans van Naerssen noted that he was pleased with Mr. Strumpfer's earlier comments regarding the RCC as well as the TIP presentation offered by Mr. Dougherty. He asked that there be future presentations or a guide to orient new RCC members to DVRPC and its role in regional planning and transportation. He also noted that he was disappointed with the recent DVRPC Regional Safety Plan. He will forward his comments to Candy Snyder and she will relay them to Rosemarie Anderson, the Project Manager for the study. Mr. Van Naerssen also noted that in future work programs, an expected outcome should be added to the project description as well as specific project goals (increase mobility by x percent, for example) to more fully identify issues up front.