

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

**APPROVAL OF MINUTES:**

The following corrections/amendments were made to the February 13, 2007 RCC meeting minutes:

- Lorraine Brill noted that in the February 2007 RTC report, the correct title of the newly formed DVRPC committee is the "Regional Transit Advisory Committee"; and
- John Pawson added this amplification to the report on the Goods Movement Task Force meeting:

Mr Pawson reported on a Goods Movement Task Force meeting report of a PennDOT Study for increasing the vertical clearances on the Amtrak Harrisburg line to match the 1995 raising on the parallel Norfolk Southern line from Philadelphia and Morrisville ports to Harrisburg and beyond. Possibly because there is little freight on the Amtrak route, few advantages to raising clearances there could be identified. Now that the NS route, our main east-west rail corridor, is cleared, it would seem that proper attention should go to the north-south corridor, he suggested. It would, if cleared for double-stack cars, offer an economic alternative to much of the trucking that goes to or through this region via the NJ Turnpike and I-95.

The minutes were approved as amended.

**CHAIRMAN'S REPORT:**

Warren Strumpfer, RCC Chair, directed everyone to last month's meeting minutes to note that there had been a response regarding ownership of the Chestnut Hill parking lot that was part of TIP Action PA07-23.

Mr. Strumpfer also mentioned that the presentation on public funds given last month by Charles Dougherty, DVRPC Director of Technical Services, was well received, and that there should be more of this type of presentation at future RCC meetings. A presentation on earmarks was suggested, and it was noted that Representative Jim Gerlach's office would provide a legislative response on earmarks. Dennis Winters noted that in the spirit of bi-partisanship, Representative Schwartz's office should also provide a response and Barry Kaufman of Common Cause should also be invited to speak.

Mr. Strumpfer stated that he also had an interest in a presentation on turnpike revenue and leasing; he recently learned that \$50 million of toll funds was contributed by the NJ Turnpike Commission to NJDOT last year. Mr. Strumpfer suggested that a future RCC presentation on turnpike revenue may be beneficial for the group.

Kay McKenna announced that there would be a League of Women Voters Conference to be held on May 18, 2007 at the Friends' Center in Philadelphia and open to be public. Additional details are forthcoming.

**RTC REPORT:**

Lorraine Brill noted that the action items addressed at the March 6, 2007 RTC meeting were the same as those on this month's RCC agenda and that there were two presentations to the RTC this month that the RCC may be interested in: "Regional Scope, Regional Tools: Moving Beyond Corridors and Nodes" and "Developing Around Transit".

**TIP ACTION NJ07- 11: TOMLIN STATION ROAD BRIDGES OVER NEHONSEY BROOK AND WHITE SLUICE RACE (DB# D038), GLOUCESTER COUNTY:**

John Pawson, substituting for Transportation Subcommittee Chair John Boyle, stated that Gloucester County has requested that DVRPC modify the FY2007-2009 TIP for New Jersey by increasing the construction phase of Tomlin Station Road Bridges over Nehonsey Brook and White Sluice Race (DB# D038), by \$2 million STP-STU funds in FY07. The construction phase is already programmed for \$1.9 million bridge funds. The cost increase is due to an inaccurate original cost estimate as well as the sharp increase of materials. The additional funding for the FY07 construction phase will be drawn from multiple line items. \$799,000 STP-STU will be drawn down from the FY07 DVRPC Future Projects line item (DB# D026), and \$1.2 million will be drawn from the FY07 DVRPC Local Scoping Line Item (DB# X80B). This project will provide for the complete removal and replacement of two structurally deficient bridges (Structure Nos. 0803E01 and 0803E09). Both bridges are currently weight restricted due to their substandard design and/or structural condition. The replacement structures are anticipated to be precast/prestressed concrete beam construction with pile supported abutments and wingwalls. Currently, \$799,000 STP-STU is available in the FY07 Future Projects Line item, and \$700,000 will remain in FY07 after this action. \$1.6 million is available in the FY07 Local Scoping Line Item for selected projects, and \$429,000 will remain in FY07 after this action.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Dennis Winters) to recommend that the Board approve TIP Action NJ07-11, Gloucester County's request to modify the FY 2007-2009 TIP for New Jersey by increasing the FY07 construction phase by programming \$2,000,000 STP-STU by drawing \$1,201,000 million STP-STU from the FY07 DVRPC Local Scoping Line Item (DB# X80B), and \$799,000 STP-STU from the FY07 DVRPC Future Projects line item (DB# D026), for Tomlin Station Road Bridges over Nehonsey Brook and White Sluice Race (DB# D038).

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

**TIP ACTION NJ07- 12: CR 533 HAMILTON TOWNSHIP, MERCER COUNTY SIGNAL PROJECT - (PROPOSED NEW STUDY AND DEVELOPMENT PROJECT, DB# TBD), MERCER COUNTY:**

Mercer County has requested that DVRPC modify the FY2007-2009 TIP for New Jersey by adding a new project to the Study and Development Program, the CR 533 Hamilton Township, Mercer County Signal Project (DB# TBD), and programming \$220,000 STP-STU funds in FY07 for the local preliminary design (LPD) phase. Funding will be drawn down from the FY07 DVRPC Local Scoping Line Item (DB# X80B).

The project will include the development of operations plans and signal timing plans in an effort to improve traffic signal coordination for (21) existing signalized intersections on CR 533 in Mercer County from Whitehorse Circle to Nassau Park Boulevard in Hamilton Township (8.4 miles). The plans will address the management of traffic under both peak period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture. Currently, \$429,000 STP-STU is available in the FY07 Local Scoping Line Item for selected projects, and \$209,000 will remain in FY07 after this action.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Sheikh Gardrie) to recommend that the Board approve TIP Action NJ07-12, Mercer County's request to modify the FY 2007-2010 TIP for New Jersey (FY2007-2009) by adding a new Study and Development project and programming \$220,000 STP-STU for LPD in FY07, drawing from the FY07 DVRPC Local Scoping Line Item (DB# X80B), for the CR 533 Hamilton Township, Mercer County Signal Project (DB# TBD), with the caveat that pedestrian crossings be examined and that timing for 'walk' phases should be 4' or less per second to allow for slower pedestrian movement.

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

**TIP ACTION PA07- 27: MONTGOMERY AVENUE/CONSHOHOCKEN STATE ROAD CLOSED LOOP SIGNAL IMPROVEMENT, (MPMS #48180), MONTGOMERY COUNTY:**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the current TIP, the Montgomery Avenue/ Conshohocken State Road Closed Loop Signal Improvement (MPMS #48180) by programming \$2.8 million STP funds in the FY07 and FY08 construction phases. This project was originally programmed in the FY 2005-2008 Pennsylvania TIP, but the construction phase was never obligated and the project was not carried over to the FY07 program. This locally designed project will provide for the installation of a closed loop signal system at thirty (30) intersections along Montgomery Avenue in Lower Merion Township from US 1 (City Avenue) to Matsonford Road. The system will include mostly in-road loop detectors and one microwave detector, will be interconnected via fiber optics, and will be monitored by Lower Merion Township, allowing remote access by PennDOT. New pedestrian timings, crosswalks, and hand/man signals will be included. This project is a component of the Transportation System Management (TSM) plan for I-76. Funding will be programmed for construction in FY07 (\$880,000 STP) and FY08 (\$1,920,000 STP) and the project title and description will be updated.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Dennis Winters) to recommend that the Board not approve TIP Action PA07-27, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Montgomery Avenue Closed Loop Signal System project (MPMS #48180) and programming the construction phase in FY07 (\$880,000 STP) and FY08 (\$1,920,000 STP). The RCC recommends that Montgomery Avenue be designed as a complete street that accommodates bicycles, pedestrians and vehicular traffic.

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

**TIP ACTION PA07- 28: VILLANOVA INTERMODAL STATION ACCESSIBILITY -  
(PROPOSED NEW DEMO PROJECT), (MPMS #15407), SEPTA:**

On behalf of Villanova University, SEPTA has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new transit project to the TIP, the Villanova Intermodal Station Accessibility Project (MPMS #15407). This \$6.72 million project will be funded by 2 SAFETEA-LU earmarks (a \$3 million transit earmark, ID# 628, and a \$2.38 million highway earmark, ID #2561) combined with a \$1.34 million local match provided by Villanova. FTA and FHWA have agreed that the highway earmark will be flexed to SEPTA. The project will involve the design and construction of a pedestrian overpass to the east of the Villanova Station which is located on SEPTA's R5 Paoli/Thorndale Regional Rail line. Elevators and high level platforms will be constructed on each side of the tracks to provide an accessible connection between both sides of the rail line and to the University buildings. Design will include bicycle storage, renovation of the station building, and renovation or replacement of the existing canopy structures on both sides of the tracks. The transit earmark will be programmed for final design in FY07 (\$807,000 FTA/\$202,000 local) and construction in FY07(\$594,000 FTA/\$148,000 local), FY08 (\$776,000 FTA/\$194,000 local), FY09 (\$823,000 FTA/\$206,000 local). The highway earmark will all be programmed for construction in FY07 (\$2,380,800 DEMO/\$595,200 local) and will be flexed to SEPTA.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Sue Herman) to recommend that the Board approve TIP Action PA07-28, SEPTA's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new \$6.72 million project to the TIP, Villanova Intermodal Station Accessibility Project, (MPMS #15407) and programming the FTA earmark for final design in FY07 (\$807,000 FTA/\$202,000 local) and construction in FY07(\$594,000 FTA/\$148,000 local) FY08 (\$776,000 FTA/\$194,000 local) and FY09 (\$823,000 FTA/\$206,000 local). The FHWA earmark will be programmed for construction in FY07 (\$2,380,800 DEMO/\$595,200 local) and will be flexed to SEPTA.

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

**TIP ACTION PA07- 29: DEFERRALS RESULTING IN TECHNICAL DELETIONS FROM THE  
TIP, (MPMS # 57901, 57894, 70014, 17697, 57893, 62717, 17652, 17659, 16334, 48187,  
57635):**

- 1) Stenton Avenue/Godfrey Avenue Signal Improvement, (MPMS #57894), Philadelphia
- 2) Center City Signal Improvement, Phase 3, (MPMS #70014), Philadelphia
- 3) Island Avenue Signal Improvement, (MPMS #17697), Philadelphia
- 4) Lehigh Avenue East Signal Improvement, (MPMS #57893), Philadelphia
- 5) Lehigh Avenue West Signal Improvement, (MPMS #62717), Philadelphia
- 6) PA 611, North Broad Street Corridor Improvements, (MPMS #17652), Philadelphia
- 7) Harbison Avenue/Aramingo Avenue Corridor Safety Improvements, (MPMS #17659), Philadelphia
- 8) Church Road Signal Improvements, (MPMS #16334), Montgomery County

**9) I-76 Interstate and Henderson Road Widening, (MPMS #48187), Montgomery County**

**10) Quakertown Closed Loop Signal Improvement, (MPMS #57635), Bucks County**

**11) Lincoln Drive Highway Reconstruction, (MPMS #57901), Philadelphia**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring phases for several projects in the TIP. The bulk of the deleted projects are the result of a substantial cost increase to the Center City Traffic Signal System (MPMS #17655) which has required that several other signal projects (MPMS #57894, 70014, 17697, 57893, 62717, 17652, and 17659) be deferred in order to maintain fiscal constraint, and PennDOT and the City of Philadelphia have negotiated how to address the issue. More accurate "let" schedules have also been identified for projects in this list. Phases being pushed out of the 4 year TIP program results in "technical deletions" of several projects. 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.

It is also worth noting that while many projects have been deferred, PennDOT has been using some of the left over project balances from project actions to restore the DVRPC Competitive CMAQ Program Line Item, MPMS #48201. All funding was removed from this line item in the fall of 2006 because of a high cost, high priority project which was ready to advance to construction. As of this date, over \$4 million has been restored to the line item in FY09 and FY10 and will be made available for the Competitive Program in the summer of 2007. PennDOT will work to continue to increase this amount as the fiscal year continues.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Sue Herman) to recommend that the Board approve TIP Action PA07-29, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by technically deleting MPMS # 57901, 57894, 70014, 17697, 57893, 62717, 17652, 17659, 16334, 48187, and 57635 in order to maintain fiscal constraint of the TIP and to coincide with revised let dates. The RCC noted that some of the deferred projects should remain priorities, particularly PA 611 North Broad Street Corridor, which has a high incidence of pedestrian crashes, and the Lincoln Drive reconstruction. The RCC also supports maintaining traffic islands where they exist and adding them in places where they can be accommodated or would add to pedestrian and bicycle safety.

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

**TIP ACTION PA07- 30: CENTER CITY TRAFFIC SYSTEMS II (MPMS #17655), PHILADELPHIA:**

The City of Philadelphia Streets Department has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Center City Traffic System Phase II project, and increasing the construction programming from its original estimate of \$7.3 million to a total of \$18.6 million in FY07, FY08, and FY09, using a combination of federal highway, CMAQ and local funds.

The project was not let for construction last year as expected, was not carried over to the FY07 TIP, and experienced a significant cost increase which requires funding to be programmed now in order to advance to construction. Additional resurfacing, incident management cameras, as well as fiber interconnect infrastructure was approved by PennDOT in the spring of 2006 since the additional cost at that time was anticipated to be only a \$2.1 million increase. The recent low bid for the project came in at \$18.6 million.

The city has opted to advance this priority signal project, recognizing that several other smaller signal projects (MPMS #57894, 70014, 17697, 57893, 62717, 17652, and 17659) will need to be deferred in order to maintain fiscal constraint of the TIP, and because they will not be ready to advance to construction in the next couple of years.

The Phase II signal system involves approximately 170 signals at 72 intersections in the southeast quadrant of Center City from Market to South Streets and Front to Broad Streets. Almost all of the signals are replacements and will be interconnected by fiber optics and tied into a central system. There are a variety of timing systems that can be implemented so no detectors will be included since this area (Center City) always has significant volume. The system can be monitored from both the Municipal Services Building and the Traffic Shop, will be monitored by the City's Traffic Engineering Division, and will allow remote access by PennDOT. New hand/Man signals and signs, pedestrian timings, crosswalks, and 10 incident management cameras will be part of the project. The southwest quadrant of the city was completed as part of Phase I, and is part of the same system.

The City attributes the significantly higher cost to the higher cost in raw materials such as fuel, but even in more previously predictable materials such as concrete, copper wire, and fiber interconnect. The City has also experienced cost differences ranging from 200%-400% attributable to what they term the 'Center City factor' –specifically, higher prices related to night work, difficult working conditions and higher incident insurance premiums because of more intense traffic/pedestrian environment.

*Discussion: Ajay Creshkoff voiced the perennial concern about how taxpayers' funds are being used in light of the significant increases in project costs. He asked what internal controls the state DOTs currently have in place for cost estimating and noted that project planning should allow for cost increases. Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, responded that these concerns can be forwarded to the DOT, but noted that there have been major increases in the cost of certain construction materials and the increased cost of doing capital projects in Center City Philadelphia. Kay McKenna expressed concern about signalization projects that are being deferred and Cheryl Tumola noted that the type of signalization should be examined as some create even more danger to the pedestrian. Ernest Cohen expressed his frustration with unclear pedestrian signs, such as those on recent SEPTA projects.*

#### **ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Kay McKenna) to recommend that the Board approve TIP Action PA07-30, The City of Philadelphia's request to amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Center City Traffic System Phase II project (MPMS #17655), and increasing the construction programming to a total of \$18.6 million (\$800,000 STP/\$200,000 Local match in FY07 and \$274,000 STP/\$69,000 Local match in FY08), and (\$1.436 million CMAQ in FY07/\$8.188 million

CMAQ in FY08/\$7.633 million CMAQ in FY09). The RCC expressed concern about the need for more specific and accurate project estimates, and about cost magnitudes of this level

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

**TIP ACTION PA07- 31: EASTON ROAD CLOSED LOOP SIGNAL SYSTEM, (MPMS #61061), BUCKS COUNTY:**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the current TIP, the Easton Road Closed Loop Signal System (MPMS #61061), by programming \$883,000 CMAQ funds in FY07 and FY09 for construction. This project was originally programmed in the FY 2005-2008 Pennsylvania TIP, but the construction phase was never obligated and the project was never carried over to the FY07 program. The project will provide for the interconnection of sixteen (16) traffic signals along and near Easton Road in Warrington and Horsham Townships. The system will be interconnected with fiber optics, monitored by Warrington Township, and will provide remote access to PennDOT. In-road Loop detectors will be used with one video detector at the Naval Air Station Drive. The system will connect with another signal system to the south, which goes as far as the PA Turnpike, enabling PennDOT to "take over" the corridor should there be a major traffic problem on the Turnpike. Funding will be programmed for construction in FY07 (\$222,000 CMAQ) and FY09 (\$661,000 CMAQ).

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Lorraine Brill) to recommend that the Board approve TIP Action PA07-31, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a project back the current TIP, the Easton Road Closed Loop Signal System (MPMS #61061), and programming construction in FY07 (\$222,000 CMAQ) and FY09 (\$661,000 CMAQ). The RCC recommended that pedestrian crossings be examined and that timing for 'walk' phases should be 4' or less per second to allow for slower pedestrian movement.

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

**TIP ACTION PA07- 32: I-476, SCHUYLKILL RIVER BRIDGE REHABILITATION (MPMS #77523), PHILADELPHIA:**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-476, Schuylkill River Bridge Rehabilitation (MPMS #77523), by programming a \$50,000 utility phase and a \$740,000 construction phase in FY07 and FY08. This project will provide for urgently needed repairs to a crack in a steel pier and deteriorated deck joints discovered during inspection. The request for a new project is made now in lieu of an emergency declaration should the bridge fail. Additionally, the repairs must be made prior to the I-476 Reconstruction project (MPMS #16737). Funding will be programmed for utility in FY07 (\$40,000 HWY/\$4,000 STATE) and FY08 (\$5,000 HWY/\$1,000 STATE), and for construction in FY07 (\$20,000 HWY/\$2,000 STATE) and FY08 (\$646,000 HWY/\$72,000 STATE).

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Cheryl Graff Tumola) to recommend that That the Board approve TIP Action PA07-32, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-476, Schuylkill River Bridge Rehabilitation (MPMS #77523), and programming the utility phase in FY07(\$40,000 HWY/\$4,000 STATE) and FY08 (\$5,000 HWY/\$1,000 STATE) and the construction phase in FY07 (\$20,000 HWY/\$2,000 STATE) and FY08 (\$646,000 HWY/\$72,000 STATE).

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

**AUTHORIZATION TO OPEN A PUBLIC COMMENT PREIOD FOR THE DESTINATION 2030 LONG RANGE PLAN REVISIONS, FY 2008-2011 NEW JERSEY TRANSPORTATION IMPROVEMENT PROGRAM, AND THE CONFORMITY DETERMINATION OF THE LONG RANGE PLAN AND PENNSYLVANIA AND NEW JERSEY TRANSPORTATION IMPROVEMENT PROGRAMS:**

Michael Boyer, DVRPC Manager, Office of Long Range Planning noted that federal law and planning regulations require the development of a Metropolitan Long Range Transportation Plan (Plan) and a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the Plan and TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. The most recent federal transportation authorization, known as SAFETEA-LU, continued many of the core planning requirements first established in the ISTEA legislation and continued under TEA-21. The SAFETEA-LU authorization, however, included some additional requirements that Metropolitan Planning Organizations must incorporate into their long range plan in order to make the plan SAFETEA-LU compliant. DVRPC has worked with our federal and state planning partners to identify the specific areas of the plan that need to be revised for SAFETEA-LU compliance. DVRPC has undertaken the necessary steps and documented the actions taken to fulfil the SAFETEA-LU requirements.

Every year DVRPC develops a TIP for the New Jersey portion of the region (the combined NJ and PA TIP process occurs every other year). Work began in September 2006 on the development of the FY 2008-2011 TIP for New Jersey. The New Jersey Subcommittee of the RTC, under the direction of the DVRPC staff, has been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice and including outreach through DVRPC's *NJ Problem Identification and Prioritization* project to gather input for the Study and Development Program. DVRPC needs to adopt the FY 2008 TIP no later than the June Board meeting so that the state can submit their 2008 Statewide Transportation Improvement Programs (STIPs) to the federal agencies for review and approval before the end of the federal fiscal year.

DVRPC has also worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP and the Plan on air quality.



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

Staff recommends that the DVRPC Board authorize a minimum 30-day public comment period to allow comment on the draft revisions to the Destination 2030 Long Range Plan; the Draft FY 2008-2011 New Jersey TIP; and the Draft Conformity Determination of the FY 2007 PA TIP, FY 2008 NJ TIP, and the revised Destination 2030 Long Range Plan by the public and other agencies. A set of draft revisions to the Destination 2030 Long Range Plan; the draft FY 2007 New Jersey TIP; and the draft conformity documents will be available for public review by Monday, April 16, 2007. Staff will review and respond to the comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final Destination 2030 revisions and the conformity findings in May, 2007. Final recommendations for adoption of the FY 2008 TIP for New Jersey will be presented to the Board in June, 2007.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Kay McKenna, seconded by Lorraine Brill) to recommend that the Board authorize staff to open a 30-day public comment period for the *Destination 2030* Long Range Plan revisions, the Draft FY 2008-2011 New Jersey TIP, and the Draft Conformity Determination of the FY 2007 Pennsylvania TIP, FY 2008 New Jersey TIP, and the revised *Destination 2030* Long Range Plan.

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

**AUTHORIZATION TO OPEN A PUBLIC COMMENT PERIOD FOR THE COORDINATED HUMAN SERVICES TRANSPORTATION PLAN:**

Karen Cilurso, AICP, PP, DVRPC Senior Regional Planner explained that the Coordinated Human Service and Transportation Plan (CHSTP) aims to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes. The new CHSTP ensures communities, transit providers, and human service agencies coordinate all resources provided through multiple federal programs.

FTA regulations for the CHSTP requires metropolitan planning organizations (MPOs), in regions over 200,000 population, to select project applicants, commit to add projects to the regional Transportation Improvement Program (TIP), and evaluate the consistency of proposed projects under the Job Access and Reverse Commute Program (Section 5316), New Freedoms Program (Section 5317) and the Elderly Individuals with Disabilities Program (Section 5310) within the adopted locally coordinated Human Service and Transportation Plan.

The CHSTP has been prepared through a coordinated process and the draft plan includes mandatory sections with an assessment of strategies and goals for the region; a gap analysis of existing services and current needs; a description of related legislation in Pennsylvania and New Jersey; an explanation of the new Coordinated Human Service and Transportation Planning requirements; and pertinent demographic and travel information. Board authorization for a 30-day public comment period on the Draft CHSTP is required prior to Plan adoption. Through appropriate legal notices, two public meetings will be scheduled, one in Pennsylvania and one in New Jersey, as well as posting of pertinent information on the DVRPC web site. Following receipt of all comments, DVRPC will prepare a specific response to each and will modify the Draft CHSTP, as required. The final version will be proposed for Board adoption at a future meeting.

*Discussion: Karen Cilurso noted that two public meetings have been scheduled for Tuesday April 10, 2007 in the DVRPC Conference Room, and on Thursday April 12, 2007 at the Cherry Hill Library. Both meetings will start at 4 p.m. All comments on the Draft plan must be received by April 24, 2007.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Dennis Winters, seconded by Lorraine Brill) to recommend that the Board authorize a 30-day public comment period for the Draft Coordinated Human Service and Transportation Plan - *Improving Access to Opportunities in the Delaware Valley Region*.

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

**HISTORIC TROLLEY ROUTES THROUGH OLDER SUBURBS: A PLAN FOR REVITALIZATION:**

Joseph Hacker, Ph.D, AICP, Manager of DVRPC's Office of Transit, Bicycle and Pedestrian Planning explained that SAFETEA-LU, the federal surface transportation act, includes the Transportation, Community and System Preservation (TCSP) grant program, which is administered by the Federal Highway Administration (FHWA). This program is intended to fund research, planning and implementation studies and strategies "which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade and examine development patterns and identify strategies to encourage private sector development patterns that achieve these goals." According to the FHWA, \$61.25 million is available, nationwide, for this program in Fiscal Year 2007. In January, the FHWA solicited project submissions for FY 2007, with a March 31 application deadline.

In response to the grant application notice, DVRPC staff coordinated with Delaware County and SEPTA staff concerning a potential project related to the Route 101 and 102 (Media and Sharon Hill) trolley lines which extend from 69<sup>th</sup> Street Terminal in Upper Darby Township to Media and Sharon Hill boroughs, respectively (see the attached study area map). The purpose of the study is to reinvigate the Media-Sharon Hill trolley system; encourage transit-oriented development in adjacent communities along each line and around station areas; potentially create a multi-municipal Special Improvement Corridor (SIC) oriented along each trolley line (a 'Trolley Area Improvement District'); and result in enhanced county and municipal cooperation and strategic planning in the study area.

In cooperation with SEPTA and Delaware County, a \$400,000 project application was developed, including a proposed federal share of \$320,000 (80%) and a match of \$80,000 (20%), composed of \$40,000 of in kind services to be provided by SEPTA and \$20,000 cash match with \$20,000 of in kind services to be provided by Delaware County.

In addition to staff work by DVRPC, SEPTA and the Delaware County Planning Department, the services of a consultant team would also be retained following an open selection process. It is estimated that the proposed study will take two years. The proposed study's Scope of Work involves four principal components:

- Public involvement and development of a shared vision for TOD along each corridor and within the defined study area.
- Technical analyses of demographic, land use, travel characteristics, intermodal operations and pertinent development regulations.
- Integration of the vision with current study area conditions in a series of "scenarios" to be assessed using the DVRPC transit potential scoring approach (the Transit Score Tool) in conjunction with descriptive and prescriptive measures of land use and mode/service levels.
- Development of a trolley corridor strategy package with the following components: recommended ordinance revisions to promote TOD; potential locations for Transit Revitalization Investment Districts (TRID); multi-municipal marketing opportunities; potential Trolley Area Improvement Districts (providing private sector support for operational and community improvements); and recommended capital improvements.

*Discussion: Elaine Cohen commented that frequency of service on the trolley lines is an issue especially at night. She also commented that human factors should be addressed, and that overall, the trolleys are a great asset and that as much attention should be made to the "in between" stops as to the end points. Joseph Hacker responded that the crux of the study is to examine land use issues throughout the entire trolley line. In response to Sheikh Gardrie's comments, Joseph Hacker noted that the trolley are already in place, and that the adjacent communities want them to be preserved. Ajay Creshkoff suggested that one of the grant objectives should be to consider investigating the possibility of "interactive dimensions" such as linkages to cultural and other organizations that might be interested in "schedule linkages" to provide more convenience to members participating in their programs.*

#### **ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Cheryl Graff Tumola, seconded by Lorraine Brill) to recommend that the Board authorize the Executive Director to file an application to the Federal Highway Administration, through the Pennsylvania Department of Transportation, for a TCSP grant to undertake the proposed study entitled: *Historic Trolley Routes through Older Suburbs: A Plan for Revitalization*.

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

#### **PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY (PENNVEST) FUNDING REQUEST IN MONTGOMERY COUNTY:**

Patricia Elkis, AICP, PP, DVRPC's Associate Director, Comprehensive Planning explained that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor.

The program provides funding for drinking water, wastewater treatment, and stormwater management projects, as well as brownfield assessments and remediation projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates.

PENNVEST has forwarded one application to DVRPC for review for consistency with the regional plan: namely, the Norristown Municipal Waste Authority Inflow and Infiltration (I & I) Reduction Project - Montgomery County. The Norristown Municipal Waste Authority is requesting \$6,345,348 from PENNVEST to rehabilitate or replace 10,200 feet of sanitary sewer line and to eliminate 5,513 feet of combined sewer overflows and to eliminate one combined sewer overflow discharge point. The Authority's sanitary sewers consist of combined as well as separated sanitary sewers, many of which were constructed in the early 1900's. The sewers are subject to reoccurring surcharging, sewer overflows and blockages, and there is a large amount of inflow and infiltration. Rehabilitation, and replacement of lines where needed, will prevent negative environmental impacts to both area streams and homeowners. In addition, removal of extraneous flow will free up capacity for community redevelopment. This project serves to alleviate existing problems and is in an area designated as a Revitalizing Center, where the DVRPC Year 2030 Plan's policy is to reinvest in order to renew and stabilize neighborhoods to reverse declining trends. Therefore, this project is consistent with the goals and policies of the regional plan.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Lorraine Brill, seconded by Dennis Winters) to recommend That the Board authorize the Executive Director to send letter notifying PENNVEST that the funding request for the Norristown Municipal Waste Authority I & I Reduction Project in Montgomery County is consistent with *Destination 2030* Plan.

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

**RCC COMMENTS RELATED TO PENNDOT SR202, SECTION 700, ENVIRONMENTAL EVALUATION:**

Larry Shaeffer asked that the RCC provide comment to PennDOT regarding the above project and recommend that the RCC not support highway capacity expansion on US 202 Section 700 Corridor.

*Discussion: Candy Snyder noted that she cannot officially submit RCC comments without taking actions to the Board but stated that she could forward these meeting minutes to PennDOT for the record, and that she would provide by e-mail contact information for individuals to submit their own comments to PennDOT.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Ajay Creshkoff) to recommend that the RCC not support highway capacity expansion on US 202 Section 700 Corridor.

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

## **IMPACTS OF GAMING IN GREATER PHILADELPHIA:**

DVRPC Regional Planner Eric Grugel presented a study recently completed by DVRPC that investigates the various impacts of gaming on the greater Philadelphia area. DVRPC examined all eight potential sites for potential casinos, and did not endorse any particular project, instead just investigating the impacts of each project on the region. The study offers an overview of the legislation and licensing process, descriptions of the eight casino proposals, potential impacts, and a variety of recommendations to mitigate the potential impacts. Such recommendations include changes to zoning, design standards, parking requirements, access management, transit service, billboard ordinances and directional language.

*Discussion: Lorraine Brill noted that there was vehement opposition in the communities where the two winning casino proposals will be located. She also noted that Penn Praxis is recommending waterfront development, but there is public pressure for the waterfront to be developed as open space. Eric Grugel noted that Penn Praxis is still refining the ideas, and that open space is a component. Ajay Creshkoff recommended that an interim study be conducted to make short term recommendations to reduce impacts. There was also a question regarding water and sewer impacts of the new development– it was noted that the Philadelphia Water Department does have representation with Penn Praxis.*

## **REGIONAL SAFETY ACTION PLAN:**

Rosemarie Anderson, Manager, DVRPC Office of Safety and Corridor Planning presented the Regional Safety Action Plan, which addresses the many issues related to safety planning along the region's many roadways. She described that the most effective approach to regional road safety is a multi-modal, proactive approach. She highlighted that DVRPC has formed a Regional Safety Task Force, an interdisciplinary team of professionals to offer guidance and direction on all of the region's safety efforts, and that safety planning is included in the Destination 2030 Long Range Plan. The emphasis of the safety plan is on region-specific, coordinated, innovative strategies that are complementary to the LRP, are integrated into other DVRPC programs such as ITS and the CMP, and inform DVRPC Work Program projects.

*Discussion: Rosemarie Anderson thanked all those who have submitted comments thus far on the executive summary, and that the full document would be released soon. Larry Shaeffer commented that he was disappointed in that it seemed that the study was done in a vacuum, and Dennis Winters commented that the plan was too general. Rosemarie Anderson replied that this was a planning document, not an engineering document, and that these recommendations could be expanded upon. Much of the value of this study was bringing together a variety of stakeholders to share ideas. Sue Herman noted that the Bucks County Traffic study would be a perfect place to complement identified safety features.*

## **SUBCOMMITTEE REPORTS:**

**2030 Task Force:** John Pawson referred to an email he had sent out stating that the planning treatment of rails and highways is fundamentally different. The first is fragmented, the latter is integrated. We do not have separate plans for freight and passenger highways, only for rail freight and passenger (transit and Amtrak). There is no highway counterpart to the division that is transit and Amtrak.

Being fragmented, the rail-technology traffic system gets left behind. Indeed, rail passenger and rail freight practitioners, planners, and advocates usually don't even talk to one another. One result is the success of special interests which chase for funding for highways and for media and public attention. Despite economic advantages of combination, some even extol the splendid isolation of rail passenger and rail freight systems. Highway economics should teach them and us that both traffics are needed, for there are few all-passenger or all-freight highways.

Could planning be divided one of two ways:

(a) either by transportation technology, that is, all roads and all rail lines ; or (better)  
(b) by corridor, considering as a single asset all the rail lines and all the highways in that corridor, regardless of ownership or operator? I think that DVRPC has taken some welcome steps in this direction for minor corridors but not yet for the main north-south and east-west corridors. By extending far beyond our regional borders, they are a different matter. How can we pressure adjoining regions, MPOs and states (and even USDOT) to adopt this single-asset thinking and planning?

### **OLD/NEW BUSINESS:**

Dennis Winters announced that the Schuylkill River Trail is the first portion of the East Coast Greenway to be undertaken in Pennsylvania and will be completed in two years.

Lorraine Brill announced that the Stone Bridge Management Plan has been completed, and a copy should be made available to the DVRPC Resource Center. Ms. Snyder will check on this.

It was requested that DVRPC fund one member of the RCC to attend Trans Action 2007. Ms. Snyder responded that she would ask.

Sue Herman reported that DVRPC's Jerry Coyne had provided information about the Bucks County Traffic Study. She voiced a concern about the objectivity of the information presented. Warren Strumpfer noted that the documents seemed thorough and that they should be copied and distributed to the Transportation Subcommittee and any other interested members.