

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
APRIL 17, 2007**

**APPROVAL OF MINUTES:**

The minutes of the March 13, 2007 RCC meeting were approved as mailed.

**CHAIRMAN'S REPORT:**

Mr. Strumpfer reported on Governor Rendell's presentation, which occurred at the March 26, 2007 DVRPC Board meeting. He was encouraged by the presentation, noting that public transit funding and safety concerns are priorities for the RCC as well as bicycle/pedestrian issues. Copies of the Governor's slides were made available to the committee.

Mr. Strumpfer also stated that many times the RCC wants to see physical changes as a result of recommendations made. One example of this is the US Ave. Bridge over the Atlantic City Rail Line in Lindenwald, Camden County. He also noted the discussion that had taken place at the last Board meeting regarding the "Center City factor" which magnifies cost increases, particularly in TIP projects. Finally, he stated that the March Staff Summary states that the RCC approved TIP Action PA 07-27 when, in fact, the committee opposed it. Mr. Strumpfer will point this out at the next Board meeting. (The meeting minutes correctly stated the action.)

**RTC REPORT:**

John Boyle, RCC Representative to the RTC, asked that RTC minutes and/or recommendations be sent to him as soon as they are completed. Ms. Snyder will take care of this. He and Lorraine Brill also discussed the Regional Transit Advisory Committee, noting that minutes of this group would be useful for all RCC members. Ms. Snyder will take care of this as well. Mr. Strumpfer stated that he is impressed with the cooperation to date between SEPTA and NJ Transit.

**OTHER COMMITTEE REPORTS:**

Dennis Winters announced that 5310 applications are being reviewed. Both Mr. Winters and Mr. Strumpfer attended the 2030 Indicators meeting. They have asked that John Pawson and Ajay Creshkoff be added to this group, and that materials be sent to them. In addition, Sheikh Gardrie asked to be added as the RCC representative to the Air Quality Board, if possible.

**TIP ACTION NJ07-16: MERCER COUNTY REFLECTIVE PAVEMENT MARKINGS/  
ROADWAY SAFETY IMPROVEMENTS(DB #D0402):**

John Boyle, RCC Transportation Subcommittee Chair, explained that Mercer County has requested that DVRPC amend the FY2007-2010 TIP for New Jersey by changing the title of the Mercer County Reflective Pavement Markings Project (DB #D0412) to Mercer County Roadway Safety Improvements. This change will allow the county some flexibility to implement various types of safety improvements on county roadways such as reflective pavement markings and striping, but also to include guiderails and other easily implementable treatments that will improve roadway safety.

All four of the New Jersey counties (Burlington, Camden, Gloucester, and Mercer) have Reflective Pavement Marker programs funded at \$500,000 every other year, and DVRPC recommends that the pavement marker programs in each of the four New Jersey counties be re-named accordingly in the updated FY08 NJ TIP that becomes effective October 1, 2007, to allow all counties greater flexibility in approved methods and funding to implement projects that improve the overall safety and visibility of various roadways in the county.

The new project title and project description will read:

*Mercer County Roadway Safety Improvements*

*Description: This program will provide for the installation and maintenance of items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guiderail, and other treatments that improve the overall safety and visibility of various roadways in the county.*

*Discussion: Hans Van Naerssen commented that Mercer County should be asked to explicitly include pedestrian and bicycle safety markings/improvements as part of this project.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Dennis Winters) to recommend that the Board approve TIP Action NJ07-16, by changing the title of the Mercer County Reflective Pavement Markings project (DB #D0412) to Mercer County Roadway Safety Improvements and modifying the project description to read: This program will provide for the installation and maintenance of items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guiderail, and other treatments that improve the overall safety and visibility of various roadways in the county.

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

**TIP ACTION PA07-34: DEFERRALS RESULTING IN TECHNICAL DELETIONS FROM THE TIP, (MPMS #'s 63491, 14296, 14891):**

- (1) US 202, Morris Road to PA 63, Hancock Road (Sec. 65S), (MPMS #63491), Montgomery County**
- (2) US 30, Lancaster Avenue and Waterloo Road, (MPMS #14296), Chester County**
- (3) Darby/Paoli Road over Little Darby Creek Bridge Replacement, (MPMS #14891), Delaware County**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring current phases for three projects in the TIP to reflect a more accurate let schedule and maintain fiscal constraint of the TIP.

The \$38.5 million construction phase of US 202, Morris Road to PA 63, Hancock Road (Section 65S), (MPMS #63491), is not expected to begin until FY11. Funding has been pushed back to reflect a more accurate let schedule and will instead be programmed to fund the cost increase for the widening of US 202, from Hancock Road to PA 309, (MPMS #63492), which is a higher priority for Montgomery County and is estimated to be let for construction in FY08.

Construction phases for the US 30, Lancaster Avenue and Waterloo Road, (MPMS #14296), and Darby/Paoli Road over Little Darby Creek Bridge Replacement (MPMS #14891) projects have also been deferred based on the updated estimated let dates of FY11. The deferral of the construction phase of US 202, Section 320, Swedesford Road to Route 29 (Section 320), (MPMS #64494) in Chester County will be addressed at a future meeting.

Pickering Road over Pickering Creek Bridge Replacement (Bridge #315) (MPMS #14492) in Chester County, expects to advance to construction in FY08 and will not be deferred as was proposed by PennDOT earlier in the month.

Phases being pushed out of the four year TIP program result 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.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Lorraine Brill) to recommend that the Board approve TIP Action PA07-34, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by technically deleting MPMS # 63491, 14296, and 14891 in order to coincide with revised let dates and maintain fiscal constraint of the TIP.

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

**PA07-35b: ROUTE 322, COMMODORE BARRY BRIDGE AND I-95 2nd STREET INTERCHANGE (MPMS # 57780), DELAWARE COUNTY:**

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$18.093 million funding for the Route 322/Commodore Barry Bridge/I-95/2nd Street new interchange project (MPMS #57780). This project which is nearing the end of the final design phase currently shows a \$35 million construction phase. The request for additional funds (detailed in the attached notice from PennDOT) is for:

- \$1.280 million in final design (\$800,000 STU/\$200,000 State in FY08 and \$224,000 STU/\$56,000 state in FY09) for design of several items including: a new bridge over Front Street to avoid costly utility relocations and associated relocation design delays; signage; drainage; environmental mitigation; and a traffic management plan.
- \$175,000 state funds in FY07 for additional utility costs related to Amtrak agreements and contingencies.

- \$16.638 million for construction (\$8.366 million Highway/\$2.091 million state in FY09 and \$4.945 million highway/\$1.236 million state in FY10). Total costs are higher than currently reflected because the May 2006 project construction estimate (\$43.5 million) was not included in the FY07 TIP update, combined with additional bridge; drainage, signage, and equipment requirements.

*Discussion: Dennis Winters noted that he was concerned that any “greening” effects along the river in Chester would be overwhelmed by casino traffic issues.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Dennis Winters) to recommend that the Board not approve TIP Action PA07-35b unless context sensitive solutions are applied to the project, improvements to 2<sup>nd</sup> Street are made to make the thoroughfare more friendly to bicyclists and pedestrians, and there is an exploration of transit options for the Commodore Barry Bridge, as well as for greater connections to the Chester Transportation Center.

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

**TIP ACTION PA07-35c: US 202, TR 252 to US 30 (Sec. 300 DESIGN), (MPMS #13945), CHESTER COUNTY:**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a previously obligated project back into the TIP, US 202, PA 252 to US 30 (Section 300 Design) (MPMS #13945), and increasing the engineering phases by \$11.8 million in FY07, FY08, FY09, and FY10. The additional \$11.8 million will be used to cover cost increases in the design contract (approximately \$7.5 million) as well as the Congestion Management Process (CMP) efforts (approximately \$4.5 million).

New project design efforts now include construction consultation for additional signs, signals and structures along the corridor, a greater level of effort for storm-water management, and other items associated with the advance bridge construction in Sections 310 and 311 (see map). Additional CMP commitments include a group of comprehensive strategies developed with the TMA's (Greater Valley Forge Transportation Management Association (GVFTMA) and Transportation Management Association of Chester County (TMACC) for the additional service on bus routes, trains, and commuter shuttlebus lines. Public outreach efforts are also being expanded to a new brochure and updated web page.

This Section 300 project provides the design funding for the project which will ultimately widen approximately 6.7 miles of roadway, add one travel lane in each direction, implement interchange modifications, and the installation of noise walls for section 300 of US Route 202 which runs between Treddyfrin and Whiteland Townships in Chester County. Section 300 of US 202 has been broken down into several different sub-sections for ease in construction management, and include mainline road construction projects and overhead structure/bridge projects. \$5.92 million has been previously obligated for the final design phase in FY05 and FY06.

Additional funding from this action will be programmed for preliminary engineering in FY07 (\$275,000 STU/\$69,000 State), FY08 (\$836,000 NHS/\$209,000 State), and FY09 (329,000 NHS/\$83,000 State); final design in FY07 (\$350,000 NHS/\$87,000 State), FY08 (\$800,000 NHS/\$200,000 State), FY09 (\$2,000,000 NHS/\$500,000 State), and FY10 (\$4,850,000 NHS/\$1,213,000 State).

*Discussion: Tom Cooper questioned the cost of enhancing a "Rails to Trails" bridge and suggested replacing it with a smaller structure. Hans van Naerssen stated that this is an important structure to the Chester Valley Trail.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (John Boyle, seconded by Lorraine Brill) to recommend that the Board approve TIP Action PA07-35c, by adding a previously obligated project back into the TIP, US 202, PA 252 to US 30 (Section 300 Design), (MPMS #13945), and increasing the project by \$11.8 million by programming preliminary engineering in FY07 (\$275,000 STU/\$69,000 State), FY08 (\$836,000 NHS/\$209,000 State), and FY09 (329,000 NHS/\$83,000 State); final design in FY07 (\$350,000 NHS/\$87,000 State), FY08 (\$800,000 NHS/\$200,000 State), FY09 (\$2,000,000 NHS/\$500,000 State), and FY10 (\$4,850,000 NHS/\$1,213,000 State).

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

**TIP ACTION PA07-35d: GULPH ROAD OVER TROUT RUN BRIDGE REPLACEMENT, (MPMS #57678), CHESTER COUNTY:**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Gulph Road Over Trout Run Bridge Replacement project (MPMS #57678), and programming \$1.7 million state funds for construction in FY07. This project involves the replacement of an existing structurally deficient and functionally obsolete, weight posted, historic stone arch bridge located in a detailed FEMA study area. The bridge design will have to comply with the historic nature of the area as well as the Pennsylvania State Historic Preservation Office, whose purpose is to identify and protect the architectural and archaeological resources of Pennsylvania. A stone facing and an arched underside are required to satisfy various regulatory agencies, and existing or comparable stone will be used along the outside and along the parapet of the bridge. The proposed structure will have a span of 68.5 feet and will carry two 10 foot lanes and two 4 foot shoulders. A 24 inch water main, a 24 inch and 8 inch sanitary sewer lines and 4 inch gas main required relocation as part of this project. Funding will be programmed in FY07 (\$1,700,000 State).

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Cheryl Tumola) to recommend that the Board approve TIP Action PA07-35d, by adding a project back into the TIP, the Gulph Road over Trout Run Bridge Replacement project, (MPMS #57678), and programming \$1,700,000 State for construction in FY07.

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

**TIP ACTION PA07-36: WHITEMARSH TOWNSHIP STREET IMPROVEMENTS (PROPOSED NEW DEMO PROJECT), (MPMS #74937/74816), MONTGOMERY COUNTY:**

Whitemarsh Township has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new DEMO project to the TIP, Whitemarsh Township Street Improvements (Proposed New DEMO Project), (MPMS #74937/74816), by programming DEMO funds provided by two (2) SAFETEA-LU earmarks, (ID# 3516) \$640,000; (ID# 2556) \$1.2 million, and a \$625,000 local match provided by Whitemarsh Township in FY07, FY08 and FY09. The project will include improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. The project will also include the construction of a roundabout at the intersection of Church Road and Germantown Pike; the installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, lighting, traffic signal modification, on-street parking, and landscaping. The final design phase will be funded by 100% local funds. Funding will be programmed for final design in FY07 (\$165,000 Local match); construction in FY08 (\$920,000 DEMO/\$230,000 Local match) and FY09 (\$920,000 DEMO/\$230,000 Local match). Any additional funds required to complete the project will be provided locally.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Sheikh Gardrie) to recommend that the Board approve TIP Action PA07-36, Whitemarsh Township's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new DEMO project to the TIP, Whitemarsh Township Street Improvements, (Proposed New DEMO Project), (MPMS #74937/74816), and programming final design in FY07 (\$165,000 Local match); construction in FY08 (\$920,000 DEMO/\$230,000 Local match) and FY09 (\$920,000 DEMO/\$230,000 Local match)

**MOTION CARRIED.** Please note, the motion carried by a very narrow margin due to the issue of earmarks. (See Item F on the voting record.)

**BENJAMIN FRANKLIN PARKWAY TRANSPORTATION ENHANCEMENT PROJECT, PHILADELPHIA:**

Ryan Gallagher, DVRPC Project Implementation Coordinator, explained that PennDOT is requesting approval of the Benjamin Franklin Parkway Transportation Enhancement (TE) Project as one of the TE discretionary funded projects selected by the Secretary of Transportation for the DVRPC region. This \$1.58 million project will be funded with from a variety of sources, with \$750,000 federal funds from the Secretary's Transportation Enhancement Discretionary Funds. Additional funding for the project will be provided by: the Department of Conservation and Natural Resources (DCNR)(\$80,000); the Department of Community and Economic Development (DCED) Main Street Program(\$500,000); and DCED Tourism (\$250,000). The project will involve the creation of a new public plaza within an existing park in the 1600 block of Cherry Street in the City of Philadelphia. The plaza will accommodate a new Parkway Visitor's Information Center co-located with a café. In addition, the PHLASH stop has been moved adjacent to the proposed information center. This action will also add the project to the FY07 TIP for Pennsylvania (TIP Action PA07-46a) for design in FY07 (\$80,000) and for construction in FY07 (\$1,500,000) as MPMS #80477.

*Discussion: Lorraine Brill asked if the Calder Museum is still planned for the area. Ryan Gallagher responded that he would contact the Center City District for a response.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Lorraine Brill) to recommend that the Board approve PennDOT's request to include the Benjamin Franklin Parkway Transportation Enhancement Project as one of the discretionary TE funded projects selected by the Secretary of Transportation for the DVRPC region. Further, amend the FY2007-2010 TIP for Pennsylvania (TIP Action PA07-46a) by adding this project to the TIP as MPMS #80477. \$750,000 federal Discretionary TE funds will be provided for the project for construction in FY07, combined with \$80,000 DCNR funds for design and \$750,000 for construction from DCED.

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

**JFK BOULEVARD CLOCK PROJECT:**

Ryan Gallagher explained that PennDOT is requesting Board approval of the John F. Kennedy Boulevard Clock Transportation Enhancement (TE) Project as one of the discretionary TE funded projects selected by the Secretary of Transportation for the DVRPC region. This \$28,750 project will be federally funded by the Secretary's Transportation Enhancement Discretionary Funds. The project will involve the purchase and installation of a pedestal clock outside the 30<sup>th</sup> Street Amtrak Station. The clock will be a re-creation of railroad clocks which were common in times past, and will be designed for an outdoor, urban setting to be utilized by all passers by. The clock will be maintained by the City of Philadelphia and the Schuylkill River Development Corporation. This action will also add the project to the FY07 TIP for Pennsylvania (TIP Action PA07-46b) for construction in FY07(\$28,750) as MPMS #80478.

*Discussion: Mr. Gallagher explained that the clock project is part of a larger pedestrian enhancement plan. Warren Strumpfer noted that monument funding should be used for this type of project.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Kay McKenna, seconded by Lorraine Brill) to recommend that the Board approve PennDOT's request to include the JFK Boulevard Clock Transportation Enhancement Project as one of the discretionary TE funded projects selected by the Secretary of Transportation for the DVRPC region. Further, amend the FY2007-2010 TIP for Pennsylvania (TIP Action PA07-46b) by adding this project to the TIP as MPMS #80478, programming \$28,750 Discretionary TE funds for construction in FY07.

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

**MEMORANDUM OF UNDERSTANDING (MOU) FOR DVRPC AND SEPTA:**

Joseph Hacker, Ph.D, AICP, Manager of DVRPC's Office of Transit, Bicycle and Pedestrian Planning announced that DVRPC and SEPTA have drafted a MOU which addresses cooperative procedures for carrying out transportation planning and programming.

This MOU meets Federal Transit Administration (FTA) regulations specifying cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and programming. This entails reciprocal roles and responsibilities for DVRPC and SEPTA system planning, including: development of population, employment and land use forecasts; transit system planning studies to sustain and ensure integrity of transit operations; consistent travel demand modeling in order for projects to retain Federal eligibility; and an agreed upon, staged evaluation process for transit project process prioritization.

Transit projects derived from system planning to meet specific needs are also covered by this MOU. These include roles and responsibilities for MPO approvals for project inclusion on the Transportation Improvement Program (TIP) to maintain eligibility; mutual participation and oversight on advancing projects through planning steps such as transit concepts and Alternative Analysis, modeling forecasts; and public outreach. Transit environmental planning and review is also included as part of the Federal grant application process for transit projects. These roles and responsibilities include: assistance with Environmental Assessments (EA), Draft Environmental Impact Statements (DEIS) and other MPO planning programs; public outreach to insure compliance with Federal and state laws and regulations; and provide briefings and opportunities for input from MPO members and staff. All of the steps outlined in the MOU ensure that the planning process between DVRPC and SEPTA is consistent, cooperative and in conformance with Federal and State regulations.

*Discussion: Ajay Creshkoff noted that the MOU continues the dichotomy between project planning and project implementation and leads to project outcomes not anticipated, and that project planning should include consideration of project implementation projections in connection with project feasibility probabilities. Joseph Hacker responded that the MOU does not oversee the capital process. Tom Cooper noted that he was discouraged with current results of interactions between DVRPC and SEPTA, and RCC members felt that SEPTA should include DVRPC in more of its planning.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Hans Van Naerssen) to recommend that the Board approve the DVRPC / SEPTA Memorandum of Understanding on Transportation Planning Procedures.

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

**FISCAL YEAR 2007 PLANNING WORK PROGRAM AMENDMENT: DOTS AND DASHES: GAME PLAYING FOR LONG RANGE CONSENSUS BUILDING:**

Joseph Hacker reported that in February 2007, a \$100,000 grant was awarded to DVRPC through the Federal Transit Administration's Public Transportation Participation Pilot Program (PTP Program). DVRPC's proposal, *Dots and Dashes: Game Playing for Long Range Consensus Building*, was one of eight pilot projects chosen nationally by the FTA. This winning project is designed to develop, implement and assess the priority of regional transit planning projects and to enhance the public outreach process through a unique communicative and consensus-building planning exercise.

The centerpiece of the pilot outreach program involves groups of participants affixing game pieces (“dots and dashes”) to identify preferred transit projects on a game board (DVRPC’s regional Transit Score map). These “Dots and Dashes” identify various nodes and links selected as preferred regional transit investments. The budget is constrained with choices drawn from an itemized project menu and the participants at each table are required to reach a consensus on the submitted map of choices. Dots and Dashes will provide quantitative findings to identify and prioritize regional transportation projects, as well as qualitative findings that can inform DVRPC’s near term and long range planning efforts. Priorities derived from this exercise will also be utilized in the Board mandated Regional Transit Vision Project.

*Discussion: Dr. Hacker noted that the RCC will be invited to participate.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Cheryl Tumola) to recommend that the Board approve the DVRPC FY 2007 Planning Work Program Amendment to include the *Dots and Dashes: Game Playing for Long Range Consensus Building* project.

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

**FISCAL YEAR 2007 PLANNING WORK PROGRAM AMENDMENT: PRINCETON JUNCTION STATION TRANSIT ORIENTED DEVELOPMENT:**

John Ward, DVRPC Associate Director of Intermodal Planning, explained that West Windsor Township is currently working with the New Jersey Department of Transportation (NJDOT) and NJ Transit to develop a Transit-Oriented Development (TOD) plan for the Princeton Junction station. The township has retained the Hillier Group to perform consultant services to prepare the TOD plan, and is desirous of supplementing the current work program with additional public involvement activities to be scheduled later this spring.

NJDOT, on behalf of the township, has requested that DVRPC support an amendment to the FY 2007 Planning Work Program to undertake the additional public involvement activities. The TOD planning activities support regional, county and local planning goals; are consistent with the on-going coordination activities of the Central Jersey Forum; supports the Route 1 Regional Growth Strategy under development by NJDOT, other state agencies, the corridors counties and municipalities; and also supports the complementary Bus Rapid Transit planning for the Route 1 corridor and vicinity currently underway.

To implement the proposed supplemental public involvement activities, DVRPC would execute a contract with NJDOT and a separate contract with the Hillier Group and West Windsor Township.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Dennis Winters, seconded by Hans Van Naerssen) to recommend that the Board approve the proposed DVRPC FY 2007 Planning Work Program amendment to enable the supplemental public involvement activities for the Princeton Junction Station Transit Oriented Development project to proceed on a timely basis.

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

**PRINCIPLES FOR TRANSPORTATION FUNDING REFORM IN PENNSYLVANIA:**

DVRPC Deputy Executive Director Dr. Donald Shanis explained that in light of the findings and recommendations of the Pennsylvania Transportation Funding and Reform Commission, Governor Rendell's recent presentation and proposal for increasing funding for transportation in Pennsylvania, and a recent Analysis of Transportation Needs in Southeastern Pennsylvania; the DVRPC staff defined a draft policy position and recommends speaking out. Recognizing that there are a variety of proposals held by our member agencies the draft Principles for Transportation Funding Reform in Pennsylvania did not identify a preferred solution. Instead, the draft Principles recognized the need for increasing funding and called upon the State legislature to craft a solution. The Governor's proposal may be one viable solution, but it is not the only solution. What is essential is that any funding package be sufficient, predictable, dedicated and sustainable.

At its April 2007 meeting, the PCC/RTC members had a lengthy discussion of the draft Principles for Transportation and directed the Pennsylvania RTC subcommittee to revise the draft to address concerns about flexing highway funds to transit, private/public partnerships, options for additional tolling, uses and protection of funds from leasing the Pennsylvania Turnpike and other facilities, and so on. The Principles for Funding and Reform in Pennsylvania, as distributed, represents a revised statement based on the RTC Subcommittee's comments. It is offered for Board adoption. Also, a letter has been prepared and will be sent to each State Senator and State Representative from Southeastern Pennsylvania. This would not be to advocate a single package or approach, but rather to highlight the need for action and to support them to reach a solution. This letter does not provide the specificity of The Principles and would be signed by the Executive Director.

*Discussion: It was noted that the RCC had taken a stand in the past opposing all future flexes. In spite of this, discussion ensued that reflected support for a flex and for the suburban counties pressuring their legislators to come up with a permanent solution. Mr. Winters also suggested that the cover letter for this paper go out under the name of the Board Chair as well as the Executive Director.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Dennis Winters, seconded by John Boyle) to recommend that the Board adopt the proposed *Principles for Transportation Funding Reform in Pennsylvania* without the sentence that states: "A 'flex' of highway funds to address the current transit operating deficit crisis is opposed."

**AMENDMENT** (by Roxane Shinn, seconded by Dennis Winters) to add a statement that peak hour congestion pricing on highways, and parking fees, should be explored as a means of not only reducing demand but also of financing transportation improvements. (This should be added to the portion of the paper that deals with "tolling.")

**AMENDMENT** (by Tom Cooper, seconded by Lorraine Brill) to add a statement that reads: "There should be a recognition as to whether or not money in the fixed guideway fund can be amortized and used for transit."

**AMENDMENT** (by John Pawson, seconded by Ajay Creshkoff) to add the word “sustaining” to the first line of the first bullet on page two; and the words “comprehensive, coherent” to the first line of the last paragraph on page 3 so that it reads “DVRPC stands ready to provide support for the advancement of comprehensive, coherent and innovative planning and programming ...”.

**AMENDMENT** (by Ernest Cohen, seconded by Jim Farny) to add a statement that reads: “The RCC supports a change in the Pennsylvania Constitution to allow state fuel tax revenue to be allocated to all modes.”

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

**FISCAL YEAR 2007 NEW JERSEY JOB ACCESS AND REVERSE COMMUTE (JARC) GRANT PROGRAM:**

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA-LU) includes a four-year (FY 2005 to FY 2009) Federal Transit Administration (FTA) Initiative entitled the Coordinated Human Services Transportation Plan (CHSTP). This program is intended to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes. The CHSTP includes the Job Access and Reverse Commute (JARC) Program (Section 5316), New Freedoms Program (Section 5317) and the Elderly Individuals with Disabilities Program (Section 5310), and it reflects the overall goal of ensuring that communities, transit providers, and human service agencies coordinate their activities and all resources provided through multiple federal programs.

SAFETEA-LU has revised the funding allocation for JARC dollars based on an urbanized area federal formula. The New Jersey federal share of the Philadelphia urbanized area allocation for Round 8 is \$340,534 and \$99,038 for Trenton (Mercer County). The New Jersey federal share for the Philadelphia urbanized area allocation for Round 9 is \$358,959 and \$104,396 for Trenton, Mercer County (Round 9 funding amounts are estimates). A 50% non-U.S. 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), Department of Human Services, Transportation Innovation Fund, and county dollars.

FTA regulations for the JARC program require 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. DVRPC solicited Job Access and Reverse Commute grant applications in January 2007 and received seven Letters of Intent from four New Jersey applicants

For the New Jersey projects, DVRPC conducted email and phone coordination with the previously established New Jersey JARC Special Committee. The New Jersey JARC Committee found that:

- (1) All of the proposed projects are consistent with DVRPC’s adopted Areawide JARC Plan;
- (2) All of the applicants are qualified to undertake the services proposed;
- (3) Each applicant will 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. The committee wishes to emphasize that the final decision of project awards and funding amounts will be made by NJ Transit.

*Discussion: See updated attached JARC information.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Lorraine Brill, seconded by Dennis Winters) to recommend that the Board approve the recommended New Jersey projects for the Job Access and Reverse Commute Grant Program and: (1) direct DVRPC staff to forward the recommended project list to NJ Transit and FTA's New York Regional Office; (2) commit to amend the regional TIP at such time as the FTA approves any or all of the proposed projects for funding by adopting Resolution No. B-FY07-007.

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

**REGIONAL AVIATION PLANNING UPDATE:**

Roger Moog, Manager, DVRPC Office of Aviation Planning, presented highlights of current activities in the Office of Aviation Planning:

- Congressman Joe Sestak is involved in the planning of improving Philadelphia International Airport while trying to mitigate any potential negative impacts to Delaware County residents. PHL will see 30% more capacity in the future, but this will not keep up with the increase in traffic. PHL needs to expand, and Roger noted that some of the airport's issues were part of Philadelphia losing the Olympic bid.
- There is a new federal aviation bill coming up, and there will be a regional push for more funding for noise mitigation.
- There is also a movement to increase traffic in other larger regional airports, such as Atlantic City and Lehigh valley
- The Pennsylvania aviation community is advocating that sales tax on aviation business be deleted. Most states that surround PA do not have sales tax on aviation-related business.
- The debate over the future use of the Willow Grove Air Station continues. Local residents prefer the Air Station to be redeveloped for non-aviation uses, DVRPC supports to continuation of some aviation activities at the site, with a mix of government, military and private commercial use.

*Discussion: Several RCC members asked for a presentation on the climatic impact of air travel. Mr. Moog replied that he would do some research on this and get back to the RCC.*

**SUBCOMMITTEE REPORTS:**

**2030 Task Force:** John Pawson reported that the task force discussed the issue of doublestacking of the CSX line in the Fox Chase area, as well as implementing solutions for the short-term energy crisis.

## **OLD/NEW BUSINESS:**

Tom Cooper asked about the status of a response from Congressman Gerlach on the value of earmarks. Ms. Snyder replied that DVRPC has reached out to his office and has not yet received a response. Ms. Snyder has also reached out to Barry Kaufman of Common Cause regarding a speaking engagement, but has not yet received a response. Dennis Winters replied that he would contact Mr. Kaufman's office. It was also agreed that there should be follow-up to Congresswoman Schwartz's office on earmarks, to ensure a bi-partisan response to the earmark question.

Cheryl Tumola announced the League of Women Voters meeting, which is scheduled for May 18 at 10 a.m. at the Friends Meeting House, 304 Race Street. Candy Snyder noted that DVRPC's Director of Technical Services, Chick Dougherty, will be making a presentation

Ernest Cohen distributed a book review on "With Speed and Violence."

Ajay Creshkoff recommended that a recent commentary in the Philadelphia Inquirer by Denver Mayor John Hickenlooper be distributed to the Board and staff. He hoped that the commentary would inspire increased discussion on the benefits of public/private/non-profit ventures.

Hans van Naerssen suggested that earmark "foes" should meet to come up with suggestions for change. Mr. Van Naerssen also asked if DVRPC has ever done a study on how to reduce transportation needs (i.e., 'What can be done to reduce traffic entering Center City?')

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