

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MAY 16, 2007**

APPROVAL OF MINUTES:

The minutes of the April 17, 2007 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Mr. Strumpfer reported that he was disappointed in the New Jersey Board members' stand that delayed the beginning of the Board meeting; he voted to abstain on the PA Transportation and Funding Reform Principles, as a revised letter was sent. He also commented that DVRPC should be definitive in its leadership on this issue and that the Commission should take a stand on the river dredging issue as a means of resolving this matter.

Mr. Strumpfer then commented that federal funding aid levels for county and municipal roads may be cut – this is a critical issue as most roads in the region are constructed by counties or municipalities. Mr. Strumpfer will follow up with Chick Dougherty to craft a statement on this topic for RCC review.

Hans van Naerssen reported that an official PennDOT letter now mandates that highway/bridge projects must evaluate bicycle/pedestrian needs as part of each project's planning process. Thanks go to DVRPC for supporting this resolution. (The letter is attached to these minutes.)

RTC REPORT:

John Boyle reported that the May RTC meeting was held at SEPTA headquarters. He noted that he abstained from voting on the US 202, Section 700 action item that is part of this month's agenda.

OTHER COMMITTEE REPORTS:

Dennis Winters noted that he submitted RCC comments on behalf of the committee on the 5310 applications.

John Pawson reported on the Goods Movement Task Force meeting of April 18, 2007. He noted that nationwide grade rail crossing fatalities are declining. A Wilmington Area Planning Council (WILMAPCO) representative reported on his agency's recent truck freight study. Finally there was an FHWA presentation on two multi-modal freight issues. The presentations, "Freight Rail in Relief of Roadway Congestion", by Joe Bryan and Glen Weisbrod, and "Can Rail Reduce Congestion? Testing the Hypothesis" by Bill Schafer are available on FHWA's website, in "Talking Freight Seminars" on www.fhwa.dot.gov/freightplanning/talking.htm.

Warren Strumpfer reported on the New Jersey Subcommittee, which had a discussion on the Rt. 322 bypass near Mullica Hill, New Jersey.

PA07-37: DEFERRALS RESULTING IN TECHNICAL DELETIONS FROM THE TIP, (MPMS #'s 14337, 14587, 13742, 13342):

- 1) Harmonyville Road over French Creek Bridge Replacement Project, (MPMS #14337), Chester County**
- 2) Springton Road over Indian Run Bridge Replacement Project, (MPMS #14587), Chester County**
- 3) Hellertown Road over Cooks Creek Bridge Replacement Project, (MPMS #13742), Bucks County**
- 4) Delaware Road over Delaware Canal Bridge Replacement Project, (MPMS #13342), Bucks County**

John Boyle, RCC Transportation Subcommittee Chair, explained that PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring construction phases for four projects in the TIP, (MPMS #'s 14337, 14587, 13742, 13342) to later fiscal years, resulting in these projects being technically deleted from the program. These projects have not moved completely through the final design phase and are being deferred in order to provide funding for two other bridge projects that are ready to advance to construction, and 1 high priority bridge project that has come to light as necessary over the last few months.

The construction phase of the Harmonyville Road over French Creek Bridge Replacement Project, (MPMS #14337) has been deferred. Funding will instead be programmed to fund the construction of the US 202 Interim Bridge Repair project (MPMS #80208). Springton Road over Indian Run Bridge Replacement Project (MPMS #14587), is not expected to be let for construction until FY 2011, and the funding will be used to fund the construction of the US 202 Interim Bridge Repair project (MPMS #80208). Hellertown Road over Cooks Creek Bridge Replacement Project, (MPMS #13742), Bucks County and Delaware Road over Delaware Canal Bridge Replacement Project, (MPMS #13342), have also been deferred.

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.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Elaine Cohen) to recommend that the Board approve TIP Action PA07-37, PennDOT's request to amend the TIP by deferring construction phases for 4 projects in the TIP (MPMS #'s 14337, 14587, 13742, 13342) to later fiscal years, resulting in those projects being technically deleted from the TIP.

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

PA07-43: US 202 INTERIM BRIDGE REPAIR (MPMS #80208), CHESTER COUNTY:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project in the TIP, the US 202 Interim Bridge Repair project (MPMS #80208), and programming \$3.5 million for final design and construction.

This bridge is located in West Goshen Township on SR 0202, West Chester Bypass over SEPTA, just north of Matlack Street. Is a 4 lane structure on the limited access section of US 202, Section 200, and is a high traffic location with estimated daily traffic in excess of 50,000 daily. The bridge is severely deteriorated. The request to add this project to the TIP is being made due to the fact that the previous consultant inspection of the structure did not indicate the critical condition of the structure. PennDOT's December 2006 inspection determined that it should be replaced immediately. The project will include the complete replacement of the existing bridge superstructure consisting of continuous steel girders and reinforced concrete deck. 100% State Bridge funding will be programmed for final design in FY07 (\$650,000) and construction in FY07(\$800,000), FY08 (\$657,000), and FY09 (1,423,000).

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Hans van Naerssen) to recommend that the Board approve TIP Action PA07-43, PennDOT's request to amend the FY2007-FY2010 TIP by adding a new \$3.5 million project to the TIP, the US 202 Interim Bridge Repair project (MPMS #80208), and programming 100% State Bridge funds for final design in FY07 (\$650,000) and construction in FY07(\$800,000), FY08 (\$657,000), and FY09 (1,423,000).

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

PA07-44: POINT PLEASANT PIKE OVER PA CANAL BRIDGE REPLACEMENT, (MPMS #13245), BUCKS COUNTY:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Point Pleasant Pike over PA Canal Bridge Replacement (MPMS #13245), and programming construction in FY07 and FY08. This project was originally programmed for construction in FY05 (\$900,000 State), but was never authorized for construction and was not carried over into the current program. State funding will be programmed for construction in FY07(\$500,000) and FY08 (\$1,000,000) State.

This project has taken a long time to move through the design process because of the various historic and North side access issues. The intent of the project is to rehabilitate the bridge as necessary to provide acceptable live load ratings for single and emergency vehicles, school buses and delivery trucks while preserving the unique character of the existing structure. This project involves the rehabilitation of the existing historic structure which carries S.R. 1006 (Byram Road) over the Delaware Division of the Pennsylvania Canal. Minor roadway reconstruction, milling and overlay of the approach roadway would be necessary. This bridge is on the National Register of Historic Places and located within the Point Pleasant Historic District and spans the National Historic Landmark Pennsylvania Canal. A temporary runaround would be constructed on the north side of the Point Pleasant Bridge to allow access to residential and commercial property on the east side of the bridge during the rehabilitation process.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board approve TIP Action PA07-44, PennDOT's request to amend the FY2007-FY2010 TIP by adding a project back into the TIP, the Point Pleasant Pike over PA Canal Bridge Replacement project (MPMS #13245), and programming state funds for construction in FY07 (\$500,000) and FY08 (\$1,000,000).

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

PA07-45: OLD BETHLEHEM ROAD OVER COOKS CREEK BRIDGE REPLACEMENT PROJECT (MPMS #73009), BUCKS COUNTY:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the current TIP, the Old Bethlehem Road over Cooks Creek Bridge Replacement project (MPMS #73009), and programming construction in FY07 (\$443,000 Federal/\$111,000 State) and FY08 (\$374,000 Federal/\$94,000 State). This project was originally programmed for preliminary engineering in FY06 (\$375,000). This project will include the reconstruction of a bridge over Cooks Creek.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board NOT approve TIP Action PA07-45. The RCC recommends that all TIP projects "fully evaluate the existing, latent and projected needs of pedestrians and bicyclists" as per PennDOT's strike-off letter, dated April 4, 2007, regarding "Integration of Pedestrian and Bicycle Modes of Transportation into the Planning and Design Process." (Letter is attached to meeting minutes.) If there was a bicycle/pedestrian exclusion on this project, the RCC would like to know what that exclusion was.

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

PA07-47: UPPER DUBLIN TOWNSHIP STREET IMPROVEMENT PROJECT, (PROPOSED NEW DEMO PROJECT) (MPMS #74814), MONTGOMERY COUNTY:

Upper Dublin Township has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Upper Dublin Township Street Improvement project (MPMS # 74814), and programming DEMO funds provided by a SAFETEA-LU earmark, (ID# 3518) in the amount of \$1.2 million combined with a local match of \$315,392 provided by the township for design and construction in FY07 and FY08. This project will include the reconstruction of the existing four lane main thoroughfare of Virginia Drive and Commerce Drive serving the Fort Washington Office Center. This project will involve base repair, reclamation of the existing paving and a portion of the stone base, and application of superpave binder and wearing courses. Any additional funds required to complete the project will be provided locally.

Discussion: There was general discussion regarding earmarks. As a general rule, the RCC does not support earmarks; projects should be funded only by their need and merit. However, many earmark projects that pass through the RCC's review are worthy projects, including those that highlight pedestrian and bicycle uses, as well as safety and streetscape improvements.

While the RCC does not support the concept of earmark funding, projects must still be evaluated based on their need and merit, regardless of the funding source. This topic will be added to an upcoming subcommittee agenda, at which time the RCC will develop a definitive policy statement on its position.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board NOT approve TIP Action PA07-47. The RCC recommends disapproval based on the project's earmark funding and questions whether this project includes bicycle/pedestrian accommodations.

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

PA07-48a: NORTH DELAWARE AVENUE EXTENSION/BRIDESBURG (MPMS #46956), PHILADELPHIA:

The City of Philadelphia has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the North Delaware Avenue Extension Project (MPMS #46956), by \$10 million (\$8 million DEMO/\$2 million local match) and adding the final design and right of way phases. The \$8 million DEMO will be provided by a SAFETEA-LU Earmark, ID# 3286. The final design and right of way phases were not authorized last year and need to be added to the TIP in order for the project to advance.

The project will include the construction of a new roadway and a new bridge across Frankford Creek to serve as a "spine roadway" that will help alleviate heavy truck traffic off of narrow Richmond Street which is parallel to the proposed new roadway. The project has been identified as the first of a multi-phased project to construct a "River Road" along the North Delaware Riverfront amidst planned residential and recreational facilities including a \$15 million North Delaware River Greenway trail, a joint project of Philadelphia Streets Department, Fairmount Park Commission, and PA Environmental Council. The new road will extend between Lewis Street where it currently ends, further north approximately a mile and ½ to Buckius Street. The roadway is planned with wide shoulders for bike use and sidewalks.

Funding will be programmed for final design in FY07 (\$560,000 DEMO/\$140,000 Local), right of way in FY07 (\$1,600,000 DEMO/\$400,000 Local) and FY08 (\$1,600,000 DEMO/\$400,000 Local), and construction in FY08 (\$8,192,000 DEMO/\$2,048,000 Local), (\$800,000 STU/\$200,000 Local) and FY09 (\$1,648,000 STU/\$412,000 Local).

Discussion: This action item also raised discussion about earmark funding. Hans van Naerssen noted that earmarks are a reality and that the RCC should not disapprove of a project based solely on its funding source. Dennis Winters noted that he hates to vote against projects that he supports, just based on funding, but he feels very strongly about the issue. Warren Strumpfer noted that he will convey these concerns to the Board.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board NOT approve TIP Action PA07-48a.

NOTE: This motion was replaced after discussion on subsequent action items with the following statement: The RCC supports the validity of the project, but could not take a stand or vote on this project because of its earmark funding source.

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

PA07- 48b: FRANKFORD AVENUE- MAYFAIR-STREETScape IMPROVEMENT PROJECT, (PROPOSED NEW DEMO PROJECT) (MPMS #74833), PHILADELPHIA:

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Frankford Avenue - Mayfair-Streetscape Improvement project (MPMS #74833), and programming DEMO funds provided by a SAFETEA-LU earmark, (ID# 2935) in the amount of \$1,000,000, and a \$250,000 local match provided by the City of Philadelphia for construction in FY07. The project will be completed in conjunction with Mayfair Community Development Corporation (CDC), who plans to revitalize Frankford Avenue from Harbison Avenue to Cottman Avenue, specifically in the vicinity of the Devon Theater and other surrounding businesses. The project will include streetscape improvements such as pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings. Any additional funds required to complete the project will be provided locally.

Discussion: This action item was another example of a project with merit, but the group remained divided over its support of the project due to its funding source.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to NOT approve PA07-48b, based on its earmark funding status.

MOTION RESULTED IN A TIE VOTE. (See Item G on the voting record.)

MOTION (by Dennis Winters, seconded by John Boyle) to issue the following statement: The RCC supports the validity of the project, but could not take a stand or vote on this project because of its earmark funding source.

MOTION CARRIED.

PA07- 48c: SCHUYLKILL RIVER PARK RAIL CROSSINGS, (PROPOSED NEW DEMO PROJECT) (MPMS #74829), PHILADELPHIA:

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Schuylkill River Park Rail Crossings project (MPMS #74829), and programming DEMO funds provided by a \$600,000 SAFETEA-LU earmark (ID# 4829), acknowledging a toll credit match. The entire design phase will be funded with local funds and programmed in FY07 (\$150,000 local).

The project will include the construction of two (2) at grade rail crossings over the CSX rail line to access the Schuylkill River Park in Philadelphia.

The at-grade crossings will be located at Race Street and Locust Street and will create a safe link for pedestrian and bicyclists between the Schuylkill River Park project (MPMS #17754) and Center City. Construction will be funded in FY08 (\$600,000 DEMO/\$0 toll credit match). Any additional funds required to complete the project will be provided locally.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board NOT approve TIP Action PA07-48c, based on its earmark funding.

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

MOTION (by Ajay Creshkoff, seconded by Dennis Winters) to issue the following statement: The RCC supports the validity of the project, but could not take a stand or vote on this project because of its earmark funding source.

MOTION CARRIED.

PA07- 48d: PLEASE TOUCH MUSEUM ACCESS, (PROPOSED NEW DEMO PROJECT) (MPMS #74825), PHILADELPHIA:

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Please Touch Museum Access project (MPMS #74825), by programming DEMO funds provided by two (2) SAFETEA-LU earmarks, (ID# 4814) \$1 million; (ID# 362) \$300,000, and a \$325,000 local match provided by the Please Touch Museum for construction in FY07 and FY08. The project has been under construction since January of 2006 and will provide for the renovation of Memorial Hall as well as the expansion of the west side parking lot and access roads of Memorial Hall in order to accommodate additional visitors to the new Please Touch Museum located in Fairmount Park at Memorial Hall. New drainage will also be added for the expanded parking lot. Deteriorated trees will be removed and one tree will be replaced for every two removed. The museum is expecting to move into the renovated Memorial Hall in the fall of 2008. Any additional funds required to complete the project will be provided locally.

Discussion: Some RCC members questioned using transportation dollars for a museum relocation from a Center City location to a less accessible location in Fairmount Park. The rationale behind the tree planting schedule provided was also questioned, as was the lack of transit accessibility.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board NOT approve TIP Action PA07-48d, based on its earmark funding, as well as the use of transportation dollars to relocate a museum. The RCC also questions transit accessibility to and from this location and wonders what the rationale is for replacing two trees with one.

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

**DVRPC FY 2008 PLANNING WORK PROGRAM AMENDMENT: INTERSTATE 95/
COLUMBUS BOULEVARD TRAFFIC STUDY (I-676 to I-76):**

Dr. W. Thomas Walker, Manager, DVRPC Office of System Planning noted that PENNDOT has requested that DVRPC prepare traffic forecasts for Columbus Blvd, Interstate 95, and the I-95/Columbus Blvd. interchanges between the Vine Expressway (I-676) and the Walt Whitman Bridge (I-76). These forecasts will include traffic associated with the Foxwoods and Sugarhouse casinos and the planned condominiums along Columbus Blvd. in South Philadelphia and along Delaware Ave., north of Vine Street. Bicycle and pedestrian access and amenities will also be examined for their potential to enhance safety and provide access in the study area. This study will be coordinated with the ongoing DVRPC study for the I-95 interchanges between Allegheny Ave. and I-676 and with Philadelphia's Central Delaware Waterfront Design Study.

Discussion: Ajay Creshkoff noted that a fast moving project of this type requires intermediate projections and goals. Hans van Naerssen noted that there are far more important projects to be addressed than a casino project, and he also wanted confirmation as to traffic calming as well as bicycle/pedestrian elements are included in the plan. Dr. Walker noted that this study is part of an ongoing effort to study I-95, and is being coordinated with other area studies, such as the Penn Praxis waterfront study. The project would also address other access issues affecting the corridor, such as access to big box retail already located on Columbus Boulevard. In response to the question, Dr. Walker also noted that there are pedestrian/bicycle elements to this study.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the Board amend the DVRPC Fiscal Year 2008 Planning Work Program to include the Interstate 95 / Columbus Boulevard Traffic Study (I-676 to I-76).

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

**FY 2008 PLANNING WORK PROGRAM AMENDMENT: ROUTE 38 CORRIDOR SMART
GROWTH LAND USE AND TRANSPORTATION PLAN IN BURLINGTON COUNTY, NEW
JERSEY:**

Richard Bickel, Director, DVRPC Planning Division, announced that Burlington County's Office of Economic Development and Regional Planning requested that DVRPC amend the Fiscal Year 2008 Planning Work Program to include a "Smart Growth Land Use Management Plan and Transportation Analysis for the Rte. 38 Corridor from Pennsauken Creek (Maple Shade) to Route 206 (Southampton)." The proposed 18-month study would (1) assess the eight municipality corridor's transportation issues and improvement needs within the context of the existing community character and regional, county and local planning goals and policies and (2) develop a corridor Land Use Management Plan and action strategy.

DVRPC would provide general administrative supervision of the project, working with Burlington County staff, NJDOT, NJ Transit and a competitively selected consultant firm or team. In addition to an initial study briefing for corridor municipal officials, six meetings of the study technical committee and three public meetings are proposed.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board approve the proposed FY 2008 Planning Work Program amendment for the Route 38 Corridor Smart Growth Land Use and Transportation Analysis in Burlington County, New Jersey.

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

APPROVAL OF THE FY 2007 ROUND 5 PROJECT SELECTION FOR THE TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE (TCDI) PROGRAM:

Karen Cilurso, DVRPC Senior Regional Planner, described how the Transportation and Community Development Initiative (TCDI) was created by the Delaware Valley Regional Planning Commission (DVRPC) in 2002 to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind in growth.

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization. The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$125,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. To date, over 100 planning projects have been funded in all nine counties to support local revitalization efforts. A significant number of those projects have since leveraged additional public or private investment to implement the recommendations of those plans.

In 2007, a total of 63 new project applications were received for TCDI funding from 58 different municipalities throughout the nine counties. The funding requests totaled \$2.5 million in Pennsylvania and \$1.5 million in New Jersey. TCDI Review Committees representing the DVRPC counties, state agencies, non-profit organizations and academic representatives reviewed the projects and met to select priorities for funding for the FY 2007 round.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Hans van Naerssen) to recommend that the RCC approve the list of recommended FY 2007 TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

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

ADOPTION OF THE COORDINATED HUMAN SERVICES TRANSPORTATION PLAN (CHSTP):

Ms. Cilurso explained that SAFETEA-LU - the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users - included a four-year (FY 2005 to FY 2009), Federal Transit Administration (FTA) initiative entitled the Coordinated Human Services Transportation Plan (CHSTP). This new program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare and lower-income persons, persons with disabilities, and elderly populations. Within this new plan, three programs must be coordinated through one regional plan: the Job Access and Reverse Commute Program (Section 5316), the New Freedoms Initiative (Section 5317), and Elderly Individuals and Individuals with Disabilities (Section 5310).

In regions over 200,000 population, metropolitan planning organizations (MPO's) are charged with adopting a regional plan, selecting project applicants, and committing to add projects and funding to the regional Transportation Improvement Program (TIP) when grants are approved. In response to the new SAFETEA - LU requirements, DVRPC has prepared a Coordinated Human Services Transportation Plan which includes the following mandated sections: brief history of the Federal Transit Administration's programs, a description of welfare legislation, pertinent demographic and travel information, an explanation of the new coordinated human services transportation planning requirements, an assessment of the strategies and goals for the regional plan, a gap analysis of existing services, and expanded participation in various committees. The proposed Plan builds upon DVRPC's adopted Areawide Job Access and Reverse Commute Transportation Plan (which will be repealed by the CHSTP when it is adopted).

DVRPC held two focus group meetings for Pennsylvania and New Jersey transportation and human service providers during fiscal year 2007. In addition, a regional assessment of collaboration and coordination among various transportation and human service providers was conducted. The CHSTP includes an analysis of the assessment, as well as additional participation from outside groups. In March 2007, the DVRPC Board authorized a 30-day public comment period, including two public hearings (on April 12th at Cherry Hill Township and on April 10th at DVRPC). All comments received by the close of the comment period were reviewed, and DVRPC staff prepared a summary of comments and responses. Again, where pertinent, additional changes were made to the proposed Coordinated Human Services Transportation Plan. The Plan is proposed for adoption by the DVRPC Board, in anticipation of future action on Section 5310, JARC, and New Freedom grant program funding this fall. Once adopted, DVRPC will forward the required PennDOT certification letter and copies of the CHSTP to the pertinent federal, state, and local agencies.

ACTION TAKEN BY COMMITTEE:

MOTION (by Hans van Naerssen, seconded by John Boyle) to recommend that the Board approve the Coordinated Human Services Transportation Plan (CHSTP) by adopting Resolution No. B-FY07-008.

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

ADOPTION OF THE REVISIONS TO THE *DESTINATION 2030 LONG RANGE PLAN*:

Michael Boyer, Manager, DVRPC Office of Long Range Planning explained that as the designated Metropolitan Planning Organization for the Philadelphia region, DVRPC is charged with developing a long range land use and transportation plan for the region. The *Destination 2030* Long Range Plan was adopted in June 2005.

A new federal transportation funding bill, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was signed into law in August 2005. SAFETEA-LU required additional metropolitan planning regulations to be met by July 2007. DVRPC has worked with national, state and regional stakeholders to address the mandated changes and make *Destination 2030* compliant with SAFETEA-LU requirements. Key revisions include addressing additional planning factors; consultation and coordination procedures; increased emphasis on transportation operations; discussion of environmental mitigation activities; and updating costs to year-of-expenditure dollars for projects contained in the Long Range Plan.

A formal public comment period was held from April 20th through May 21st, 2007 during which time two public meetings were held. Staff will prepare responses to any comments received during the public comment period and will present a summary of responses at the May 24 Board meeting.

Discussion: Ajay Creshkoff noted that the "Equity and Opportunity" section of the Revisions was very weak, and asked that this section be highlighted more in the next iteration of the Long Range Plan. Mr. Creshkoff and John Pawson submitted comments on the document, attached to these minutes. Mr. Pawson also noted some weaknesses in the document, and requested that certain issues receive a more in depth treatment. Mr. Strumpfer asked if the "Center City factor" for pricing upcoming capital projects was taken into account. Mr. Boyer replied that yes, various variables, including inflation, were taken into account when putting together project costs, particularly in the short term projects.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Sheikh Gardrie) to recommend that the Board approve the revisions to the *Destination 2030 Long Range Plan* by adopting Resolution No. B-FY07-009.

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

ADOPTION OF THE CONFORMITY FINDING OF THE DVRPC DESTINATION 2030 LONG RANGE PLAN, THE FY 2008-2011 NEW JERSEY TRANSPORTATION IMPROVEMENT PROGRAM (TIP), AND THE FY 2007-2010 PENNSYLVANIA TIP:

Sean Greene, DVRPC Transportation Planner defined transportation conformity as 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 PA and FY 2008 NJ TIPs and the Destination 2030 Long Range Plan.

In April 2007, the DVRPC opened a minimum 30-day public comment period to receive comment on the draft conformity finding of the FY 2007 Pennsylvania TIP, FY 2008 New Jersey TIP, and the Destination 2030 Long Range Plan. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties);
- PM2.5 (the Philadelphia-Wilmington, PA-NJ-DE PM2.5 Non-attainment Area); and,
- PM2.5 (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 Non-attainment Area).

DVRPC has held a public comment period from April 20, 2007, to May 21, 2007, and has hosted two public meetings. DVRPC has not received any comments regarding the draft conformity finding during the comment period.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the RCC approve the conformity finding of the DVRPC *Destination 2030* Long Range Plan, the FY 2008-2011 New Jersey TIP, and the FY 2007-2010 Pennsylvania TIP by adopting Resolution No. B-FY07-010.

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

AUTHORIZATION TO SIGN PENNSYLVANIA TRANSPORTATION CONFORMITY STATE IMPLEMENTATION PLAN MEMORANDUM OF AGREEMENT (MOA):

Mr. Greene described that the Pennsylvania Transportation Conformity State Implementation Plan (SIP) details the process that will be used to perform conformity determinations in the state. The PA Department of Environmental Protection (DEP) is submitting a revised conformity SIP to the Environmental Protection Agency (EPA) to meet requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU) legislation. Since the PA Department of Transportation (PennDOT) and its planning partners are responsible for conformity determinations under the Clean Air Act, PennDOT has developed the revised SIP in consultation with DEP.

Revisions to the SIP address:

- The interagency consultation process for determining Transportation Conformity;
- Procedures for determining regional transportation – related emissions;
- Enforceability of design concept and scope and project level mitigation and control measures

In order for the provisions of the SIP revisions to be legally enforceable and to insure that the agencies responsible for air quality, transit, and transportation planning and programming are included in the interagency consultation process, PennDOT has requested that DVRPC enter into a Memorandum of Agreement (MOA) with PennDOT, DEP, SEPTA and Philadelphia Air Management Services (AMS).

Discussion: This action item will not go before the Board until June. The final draft of this document will be distributed to the RCC.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to authorize DVRPC to enter into an MOA with PennDOT, DEP, SEPTA, and Philadelphia AMS agreeing to terms and processes for determining transportation conformity as detailed in the Conformity SIP.

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

APPROVAL TO SEND LETTER OF SUPPORT FOR INCREASING THE FEDERAL LIMIT OF THE TRANSIT BENEFIT:

Stacy Bartels, Marketing Manager, DVRPC Office Commuter Services, explained that DVRPC's transit benefit program, TransitChek, provides employers and their participating employees a tax break when those employees take transit to work. TransitChek allows implementation of the Transportation Fringe Benefit (US IRS Code 132(f)) in the DVRPC region. This federal legislation currently provides for both parking and transit components (TransitChek addresses the transit portion), but these components are "capped" at different levels: parking is currently allowed up to \$215/month while transit is allowed only up to \$110/month. This disparity can create a financial incentive to employees to drive alone and take advantage of the greater savings from the parking side of the program.

Congressman Jim McGovern (D-MA) has introduced legislation which seeks to create parity between these two components, thereby making transit, when available, an option as attractive as driving. This would also save transit-riding commuters, and their employers, more money while helping to improve the fuel-efficiency of our national transportation network. In the essence of fiscal responsibility, once the cap is raised, the annual COLA allowed under current legislation would be frozen until the transit cap is made revenue-neutral. DVRPC, as the administrator of TransitChek on behalf of our transit systems, believes this legislation would be beneficial to all parties involved, and would like to send a letter of support to the two leaders of the Ways and Means Committee responsible for leading discussion on this issue. (Copies will also be sent to appropriate PA and NJ senators and congress members.) A draft letter was included in this month's Board package for review.

Discussion: Dennis Winters and John Boyle noted that there is federal legislation currently under review for providing additional funding for commuters who use bicycles, and wondered if this letter could include support of that legislation. Stacy Bartels noted that this letter only refers to specific legislation regarding transit use, but that DVRPC could craft a separate letter for the bicycle commuter legislation. She will follow up with John Madera, and respond to John Boyle and Dennis Winters.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Marilyn Wood) to recommend that the Board authorize the Executive Director to send a letter of support to leaders of the Ways and Means Committee supporting this legislation.

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

ADOPTION OF THE DVRPC REGIONAL SAFETY ACTION PLAN:

John Ward, DVRPC Associate Director, Intermodal Planning, explained that the Safe, Accountable, Flexible and Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU) has greatly expanded DVRPC's role in transportation safety. This new legislation made transportation safety its own planning factor with specific guidance, and therefore charged DVRPC with improving the safety of the transportation network in the Philadelphia/Camden/Trenton metropolitan area for all users.

Although DVRPC already included transportation safety in its projects and programs, it became imperative that this planning factor be given a more focused attention. To plan for safe mobility in the region, a more innovative, integrative and collaborative process was sought. The approach embraces comprehensive partnerships and calls on the resources of both traditional and non-traditional partners. A Regional Safety Task Force was formed and through an all-encompassing 18 month process the Regional Safety Action Plan was developed.

The Regional Safety Action Plan is a companion piece to the Destination 2030 Update as it strives to satisfy SAFETEA-LU mandates. The plan focuses on reducing crashes and fatalities on the region's roadway system. It provides a roadmap for effective coordination, cooperation, collaboration and communication among safety professionals and stakeholders throughout the region for the purpose of saving lives. It also helps to maintain DVRPC's focus on transportation safety planning. This plan is complementary to NJDOT and PennDOT Strategic Highway Safety Plans and the DVRPC TIP. It is a sound, comprehensive plan built through consensus; and addresses all users and surface transportation modes while incorporating the 4Es of safety planning (Engineering, Education, Enforcement, Emergency Medical Service). This plan is dynamic and will be evaluated and updated as appropriate.

Discussion: John Ward noted that the region is on the right track, in that fatalities are down. John Boyle noted that although he applauds the efforts to address safety in the region, the fatalities per vehicle mile measure is weak as opposed to using the measure of fatalities per capita. Responding to Roxane Shinn's question, Mr. Ward noted that there are some engineering-related strategies to increase road safety recommended in the Plan, in Appendix B. Warren Strumpher noted that he was very impressed that so many municipalities have come together to work on this important topic.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by John Boyle) to recommend that the Board adopt the DVRPC Regional Safety Action Plan.

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

APPROVAL OF TECHNICAL CORRECTIONS TO THE HIGHWAY FUNCTIONAL CLASSIFICATION SYSTEM FOR PENNSYLVANIA:

Charles Dougherty, DVRPC Director, Technical Services explained that the Federal Highway Administration (FHWA), in cooperation with the State Departments of Transportation, has

established a process for designating how all public roadways relate to each other according to their function in carrying traffic from one part of the network to another/ This is achieved by categorizing them into various classes. The product of this process is the Highway Functional Classification System. The underlying rationale of the system is that there is a hierarchy of routes, with Interstates at the top, moving down to Principal and Minor Arterials, then to Collectors, and ending with Local roads. These classes are further defined as being either Urban or Rural. Within this rationale there is also the concept of connectivity. That is, classes can only connect to each other or to the next higher class.

Following each decennial census, FHWA requests that each state update the Urban Boundary line which demarcates the urban areas from the rural areas, generally based on Census urbanized areas. DVRPC adopted a new Urban Boundary line in May 2003. As a consequence of revising the Urban Boundary line, many roads needed to be reclassified. DVRPC expanded that effort to include a complete review of the functional classification of all roads in each PA county in the region, having already conducted a similar effort in the NJ counties. DVRPC adopted the revised Highway Functional Classification System for the PA counties in February 2006.

As PennDOT was entering the DVRPC revisions into their system, they found a few locations where the rules of connectivity were not met. PennDOT proposed minor changes that would correct these problems. DVRPC has reviewed these changes with the affected counties (one in Bucks, four in Chester and one in Montgomery). All concurred. The Montgomery County correction was offered as two options. The county selected option 2. The RTC recommends Board approval of these technical corrections.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the Board approve the technical corrections to the Highway Functional Classification System for the Pennsylvania counties and forward it to PennDOT for approval by Federal Highway Administration.

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

US 202, SECTION 700 PARKWAY: PROPOSED REVISIONS TO THE NATIONAL HIGHWAY SYSTEM (NHS)

Dr. Don Shanis, DVRPC Deputy Executive Director, explained that In order to reflect changes in the classification of the future and existing US 202 highways, the US 202 Section 700 Parkway upon construction will be added to the National Highway System (NHS) and the existing section of US 202 between PA 63 (Welsh Road) and the PA 611 Bypass will be removed from the NHS. The Federal Highway Administration (FHWA) administers this process according to federal regulations. The DVRPC Board is required to take action in support of the proposed changes before PennDOT can petition the FHWA for these NHS changes.

Discussion: While this action item represents a technical change, the RCC stated that it still does not support this project. William Faltermayer also expressed concern regarding the US 202 Bypass plan, near the intersection of McKeon and Norristown Roads.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the Board approve the US 202, Section 700 Parkway National Highway System redesignation. While the RCC supports this technical change, it still maintains its general opposition to any increase in capacity and the Route 202, Section 700 project.

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

SUBCOMMITTEE REPORTS:

2030 Task Force:

A *Destination 2030* Regional Indicators meeting will take place on Friday, May 18, at DVRPC's offices.

Transportation Subcommittee:

Sue Herman noted she, along with members of the Swamp Road Citizens Group, discussed the Swamp Road safety improvements that were recently presented by PennDOT at an open house meeting on April 18. Many local citizens are concerned that the PennDOT proposal for Swamp Road differs greatly from the recommendations of a local Citizens Action Committee, and that PennDOT's recommendations increase capacity and speed and affect the quality of life along Swamp Road. Local citizens feel that there has been inadequate opportunities for public input and comment for this project, and that the project is moving along too quickly for proper input to occur. Swamp Road residents are asking that DVRPC address these issues as part of the Bucks County Regional Traffic Study, currently underway.

John Pawson proposed the following resolution:

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Dennis Winters) to recommend that DVRPC establish the following as standard operating procedure: To include as a comment in each project description for the TIP and the Work Program the intent to facilitate access for bicycle/pedestrian/transit for the project in question; and if non-motorized transportation is not provided, then question why not.

MOTION CARRIED.

OLD/NEW BUSINESS:

All are invited to attend the League of Women Voters event on Friday, May 18 at the Friends meeting house at 3rd and Arch Streets, Philadelphia, at which various transportation topics will be addressed

John Boyle announced that he would be interested in presenting to the RCC a "Bike Sharing" program, currently underway in Paris and other European cities. Candace Snyder noted that the presentation may be a good one for a special August RCC meeting.

Dennis Winters noted that he can provide a speaker to discuss earmark funding for the group at the August meeting as well.

Candace Snyder updated the RCC on efforts by DVRPC to launch a public awareness campaign for safety along Roosevelt Blvd. This campaign, funded through two of the Commission's Safety Initiatives, will have flyers and posters on the street in June. PennDOT will then follow up with a more extensive campaign in the fall that will also include physical changes to the boulevard such as pedestrian count-down timers and upgraded pavement markings.

Warren Strumpfer cited Roxane Shinn's comments that had been submitted regarding the Draft FY08 New Jersey Transportation Improvement Program (TIP). He encouraged others to submit their comments as well.