

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JUNE 19, 2007**

APPROVAL OF MINUTES:

Warren Strumpfer noted a correction to last month's Chairman's report, as noted below:

"Mr. Strumpfer reported that he was disappointed in the stand and posturing by New Jersey representatives that delayed the beginning of the board meeting and caused the DVRPC to send only a over letter to the PA State Legislature instead of their PA Transportation and Funding Reform Principles document."

The minutes of the May 16, 2007 RCC meeting were approved with the above correction.

CHAIRMAN'S REPORT:

Mr. Strumpfer focused the committee's attention on the lengthy response to the RCC's questions regarding the Please Touch Museum TIP Action from last month. John Boyle noted that the one primary issue that the RCC had with the relocation of the Please Touch Museum was that it was being taken away from a Center City location to a location in Fairmount Park.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Fairmount Park Trolley be extended to make stops at both 30th Street Station and Suburban Station to facilitate transportation to the Please Touch Museum's new location. The RCC asks that a letter requesting this action be sent to the Philadelphia Convention and Visitor's Bureau, the Fairmount Park Commission, and SEPTA.

MOTION CARRIED.

Dennis Winters noted that he is working to secure a speaker in August to address the RCC regarding earmarks.

Mr. Strumpfer noted that the RCC had previously recommended to the Board 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." If there was a bicycle/pedestrian exclusion on this project, the RCC would like to know what that exclusion was. The Board acknowledged the RCC's recommendation. At the May Board meeting, Elizabeth Schoonmaker, Manager, DVRPC Office of Capital Programs, responded that DVRPC makes every effort to evaluate accommodations for pedestrians and bicyclists on all projects. Robert Hannigan of PennDOT commented that although PennDOT evaluates the design for sidewalks and bicycle paths, it is not always feasible.

Barry Seymour responded that DVRPC is also looking for a balance between highway and transit; however, to only question bicycle/pedestrian/transit access on every individual project without questioning all other elements (i.e. stormwater management, landscaping, context, parking access, road access, etc.) does not fully represent the larger issue. Mr. Seymour noted that he would like to discuss this issue further with the RCC at an upcoming meeting. The RCC requested that Mr. Seymour address this issue with the committee at its September meeting.

Candy Snyder stated that the FY09 Work Program proposals are due in September. If the RCC has any particular projects they would like to nominate, they should do so soon. The FY09 Work Program will be added to next month's RCC agenda for further discussion.

RTC REPORT:

John Boyle reported that the CMAQ (Congestion Mitigation and Air Quality Improvement Program) action item was tabled, and will go before the RTC next month, as there were still some outstanding issues regarding the Pennsylvania projects.

PA07-49: DEFERRALS RESULTING IN TECHNICAL DELETIONS FROM THE TIP, (MPMS #'s 64494, 73864, 14515, 50640, 13242):

- 1) US 202, Swedesford Road to Route 29 Reconstruction Project (Sec. 320) (MPMS #64494), Chester County**
- 2) I-95/Girard Point Bridge and Pavement Preservation Project (MPMS #73864), Philadelphia**
- 3) PA 100, Shoen Road to Gordon Drive Widening Project (MPMS #14515), Chester County**
- 4) PA100, US202 - US30 Bypass Highway Restoration Project (MPMS #50640), Chester County**
- 5) Pineville Road over Pidcock Creek Bridge Replacement Project (MPMS #13242), Bucks County**

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring phases for 5 projects in the TIP, (MPMS #'s 64494, 73864, 14515, 50640, 13242) to maintain fiscal constraint of the TIP for projects which are ready to advance, or to reflect a more accurate let schedule.

(1) The construction phase of the US 202, Swedesford Road to Route 29 Reconstruction Project (MPMS #64494), would be deferred (estimated let date 3/15/2011), acknowledging that the construction of the US 202, 4 Overhead Bridges Rehabilitation project (MPMS #65613) must advance first and is ready to advance to construction.

(2) The construction phase of the I-95/Girard Point Bridge and Pavement Preservation Project (MPMS #73864) would be deferred (estimated let date 1/15/2008), acknowledging that the River Road Flood Recovery Project (MPMS #78051 and #78050) is being identified by PennDOT as a higher priority and ready to advance to construction.

(3) The construction phases for PA 100, Shoen Road to Gordon Drive Widening Project (MPMS #14515) has been deferred, acknowledging that the estimated let date for construction is not until October of 2010. Funds will be programmed to cover the cost increase associated with the reconstruction of PA309, Welsh to Highland Roads (MPMS #16477).

(4 and 5) The construction phase of the PA100, US202 - US30 Bypass Highway Restoration Project (MPMS #50640) will be deferred. The construction phase of the Pineville Road over Pidcock Creek Bridge Replacement Project (MPMS #13242) will be deferred. Funding would be used to cover accrued unbilled costs (AUC) of several projects noted on PennDOT's AUC constraint chart.

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 John Pawson) to recommend that the Board approve TIP Action PA07-49, PennDOT's request to amend the TIP by deferring phases for 5 projects in the TIP, (MPMS #'s 64494, 73864, 14515, 50640, 13242) to reflect a more accurate let schedule and maintain fiscal constraint of the TIP

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

PA07-50: US 202, 4 OVERHEAD BRIDGES REHABILITATION PROJECT (SEC. 311) (MPMS #65613), CHESTER COUNTY:

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$17.5 million federal highway funds, acknowledging a toll credit match for the construction phase of the, US 202, 4 Overhead Bridges Rehabilitation Project (MPMS #65613). Currently this project is programmed for construction in FY07 and FY08 in the amount of \$9.9 million. This project includes the construction of four overhead bridges along US 202 in East Whiteland and Tredyffrin Townships. These bridges are the second of two bridge contracts in advance of the mainline US 202 construction of Sections 320 and 330. The rehabilitation of these four bridges must be completed before the widening of Route 202 can begin. The four bridges are Swedesford Road, PA Route 29, Cedar Hollow Road and the existing railroad bridge, which is part of the Township's trail system. This project also includes the construction of sidewalks on one side of each bridge with the exception of the existing railroad bridge. This project was originally scheduled for construction in FY2005; however, certain project clearances could not and still have not been obtained.

The project cost was not updated in the TIP, and that combined with \$7.5 million in cost increases results in the need for an additional \$17.5 million for this section.

Cost increases are attributable to structure costs (demolitions, limestone subsurface), fuel costs, and proposed bridge construction during the winter season. The increased funding will be programmed for construction in FY08 (\$1,895,000 NHS/\$0 toll credit match \$2,062,000 STU/\$0 toll credit match) FY09 (\$4,000,000 STU/\$ 0 toll credit match \$4,917,000 NHS/\$0 toll credit match), and FY10 (\$4,651,000 STU/\$0 toll credit match).

Section 300 of US 202 which runs between Teddyfrin and Whiteland Townships in Chester County will provide for the widening of approximately 6.7 miles of roadway, adding one travel lane in each direction, implementing interchange modifications, and installing noise walls for section 300 of US Route 202. The project is broken down into one design section and four construction sections and carries a total project cost of \$209.8 million for all five sections.

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.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the Board approve TIP Action PA07-50, PennDOT's request to modify the TIP by programming an additional \$17.5 million federal highway funds for the construction phase of the US 202, Section 311, 4 Overhead Bridges Rehabilitation Project (MPMS #65613). The additional funding will be programmed for construction in FY08 (\$1,895,000 NHS/\$0 toll credit match \$2,062,000 STU/\$0 toll credit match) FY09 (\$4,000,000 STU/\$ 0 toll credit match \$4,917,000 NHS/\$0 toll credit match), and FY10 (\$4,651,000 STU/\$0 toll credit match).

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

PA07-51: RIVER ROAD FLOOD RECOVERY PROJECT (Site 5) (MPMS #78051), AND RIVER ROAD FLOOD RECOVERY PROJECT (Site 6) (MPMS #78050), BUCKS COUNTY:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by increasing the cost of 2 breakout projects to the TIP, and acknowledging \$768,000 federal flood funds and \$192,000 State funds made available to the project. The River Road Flood Recovery Project (Site 5) (MPMS #78051), and River Road Flood Recovery Project (Site 6) (MPMS #78050), Bucks County would be increased to a total cost of \$6,949,000 for both of these roadway sections. River Road along the Delaware Canal, near the Delaware River has been severely damaged by flooding events over the last few years. Restoration of roadway and retaining structures is needed. Nine separate improvement sites have been identified, and a small amount of federal Flood funds with State match (\$768,000/\$192,000) have been received by PennDOT to assist with some of the repair work. PennDOT originally intended to use state maintenance funds combined with the flood funds for repairs, but has since determined that the damage and cost of restoring the area will require additional federal funds since repair of structures will not be feasible and the cost to replace them is much higher. These projects combined will restore essential transportation functions to River Road, located in the upper Bucks County region.

Site 6 of the River Road Flood Recovery Project (MPMS #78050), will program a total of \$6,901,000. Funds include (\$768,000 Flood/\$192,000 State) for the construction phase, combined with (\$150,000/\$0 Toll credit match) for final design in FY07 and \$5,791,000 STU/\$0 Toll credit match for construction in FY08. This project will provide for recovery efforts in Solesbury Township along River Road for approximately .36 miles between Greenhill Road and Paxson Road. The project consists of removing the existing retaining wall damaged by flooding and constructing a new retaining wall in place of the old wall and also in areas where the embankment has severe flood damage; excavation of unsuitable materials, and repairing/restoring drainage facilities. The project will also involve reconstructing the roadway, replacing inlets, pipe and guide rail; relocation of several utility poles and restoration of up to one half the width of the Delaware Canal as needed. This project does not include the construction of any bicycle or pedestrian facilities.

Site 5 of the River Road Flood Recovery Project (MPMS #78051), will program a total of \$48,000. Funds include \$6,000 STU/\$42,000 for the construction phase in FY07. The project will provide for the reconstruction of a masonry wall which functions as part of the retaining wall for the roadway and diversion lock channel for the Delaware Canal. Milling, pavement, excavation of unsuitable materials, repairing/replacing drainage facilities, restoring the roadway and shoulder section, overlay and guiderail replacement will also be included in this project.

Sites 1,2, and 3 (MPMS #73624) were added to the DVRPC TIP in FY07 for a total cost of \$12,966,000 million for the .53 mile section between PA 212 and Lehnenberg Road and the 2.08 mile section between Route 611 and Narrows Hill Road. Sites 4 (MPMS #73692), and 7 (MPMS #73693), and 8 and 9 (MPMS #73661) are being advanced with state maintenance funds and do not appear on the DVRPC TIP.

Discussion: Larry Schaeffer noted that eliminating the canal would mitigate flooding by maintaining a floodplain. Ernest and Elaine Cohen noted that the canal should be evaluated re: flood mitigation and maintaining pedestrian facilities. There was also some discussion about the designation of River Road as a scenic byway. See attached newspaper article that notes two organizations that are working to designate River Road (Rt. 32) as a scenic byway.

(NOTE: The following information was forwarded after the conclusion of the meeting: In response to a question regarding a bike trail along River Road, PennDOT will only be replacing the canal wall, not the bike trail located on top.)

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the Board approve TIP Action PA07-51, PennDOT's request to amend the TIP by adding two projects, River Road Flood Recovery Project (Site 5) (MPMS #78051), and River Road Flood Recovery Project (Site 6) (MPMS #78050). Construction will be programmed in FY07 (\$6,000 STU/\$42,000 State) for MPMS #78051. Final design will be programmed in FY07 (\$150,000/\$0 Toll credit match) and construction in FY 07 (\$768,000 Flood/\$192,000 State) and FY08 (\$5,791,000 STU/\$0 Toll credit match) for MPMS #78050. The RCC also suggests that River Road be designated as a scenic byway.

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

PA07-52: PA 309, WELSH ROAD TO HIGHLAND AVENUE RECONSTRUCTION PROJECT (MPMS #16477), MONTGOMERY COUNTY:

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$21.7 million for the construction phase of the, PA309, Welsh Road to Highland Avenue Reconstruction Project (MPMS #16477). The project includes the reconstruction of 4.7 miles of Route 309 between Highland Avenue and PA 63 (Welsh Road) in Upper Dublin and Lower Gwynedd Townships in Montgomery County. Improvements will include the replacement of three bridges, widening and rehabilitation of 5 bridges, construction of three retaining walls, extension and rehabilitation of 4 culverts, sound wall barrier, engineered slopes, 3 stormwater management basins, utility locations, 3 signalized intersections, intersection improvements, 14 sign structures, construction of new ramps at the Norristown Interchange, and ramp reconstruction.

This project is one of several contracts for the reconstruction of PA Route 309, a \$330 million project to improve and rebuild 10 miles of roadway. The cost increase is due to failure to accurately consider inflation of material and labor costs over the life of the project's multi-year construction period, underestimated mobilization costs, and omitted earthwork quantities (earth moved for excavation and embankment during project construction) costs. The estimate also did not take into consideration the contractor costs increases related to a laterally restricted work area and staged construction activities.

Major cost differences include: \$10 million of the additional project cost will be used for bridge reconstruction and related reconstruction activities; \$2.2 million will be used for reinforced soil slopes; \$0.8 million will be used for the non-standard concrete median barrier which is currently under construction; \$2 million will be used for increased mobilization costs; \$2 million will be used addition earthwork quantities and \$4 million will be used for costs associated with unit price increases. The funding increase will be programmed for construction in FY08 (\$3,309,000 NHS/\$4,317,000 State) and FY10 (\$11,451,000 NHS/\$2,673,000 State). The total cost of construction for this section of PA 309 will go from \$91.7 million to \$113.5 million.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board approve TIP Action PA07-52, and requests that PennDOT employ its bicycle and pedestrian checklist as part of the project's planning process, if they have not done so already, in order to avoid the loss of any potential or planned bike trails, which occurred on a previous section of Rt. 309.

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

PA07-53: ACCRUED UNBILLED COSTS (VARIOUS MPMS #'s), VARIOUS COUNTIES:

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by accounting for Accrued Unbilled Costs for several TIP projects that have costs that exceed the federally authorized amount, mostly due to cost increases that come up at the time that the project is under construction. The cost increases are generally for smaller unforeseen issues that are not obvious until the "shovel is in the ground".

PennDOT will usually pay for the cost increase with state funds at the time of the billing. The process of submitting for Accrued Unbilled costs allow PennDOT to seek federal reimbursement for eligible projects. These actions are typically handled as Administrative Actions throughout the course of the year, and it is not unusual for the annual amount of Accrued Unbilled Costs (AUC) to exceed \$10 million.

This action would allow PennDOT to process a series of actions at once, and totals \$15.880 million (\$13,503,000 federal/\$2,319,000 state/\$58,000 local). During the course of the FY07 PA TIP Update, one of the new line items that the region agreed to in theory was a line item to help fund Accrued Unbilled Costs so that current projects would not be impacted by the need to fund these actions. Because of the tight programming and financing of the FY07 program, the Accrued Unbilled Cost Line item was dropped as a project and not adopted into the new TIP. This issue will be re-visited as part of the FY09 PA TIP Update. PennDOT's attached AUC fiscal constraint chart shows all of these actions, and which projects serve as the source of funds.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by William Faltermayer) to recommend that the Board approve TIP Action PA07-53, PennDOT's request to process \$15.880 million (\$13,503,000 federal/\$2,319,000 state/\$58,000 local) of Accrued Unbilled Costs.

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

PA07-54: CRUISE TERMINAL INTERMODAL PARKING FACILITY PROJECT (MPMS #TBD), DRPA/PATCO:

DRPA/PATCO has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Cruise Terminal Intermodal Parking Facility Project (MPMS #TBD). The \$625,000 preliminary engineering phase of this project will be funded by a \$500,000 FY2005 FTA Section 5309 bus earmark combined with \$125,000 Local match. This project will ultimately include the design and construction of a new or renovated intermodal parking facility at the Philadelphia Cruise Terminal. The facility will function as an intermodal hub receiving passengers, along with their luggage, who are arriving at the terminal via automobile, bus, taxi, or airport shuttle. The existing parking facility is inadequate. DRPA has coordinated with FTA for approval to amend the project to include the construction phase of this project at a future date as the design gets underway. Funding will be programmed for preliminary engineering in FY07 (\$500,000 FTA/\$125,000 Local Match).

Discussion: RCC members had many questions about this proposal, including whether the parking area would be a lot or garage, where the parking area would actually be located, and if the current terminal is at over-capacity.

(NOTE: The following information was forwarded after the conclusion of the meeting :

- The Cruise Terminal Intermodal Facility Project is only being programmed for preliminary engineering. DRPA is still in the beginning stages of planning and designing the project; therefore, a great deal of information about the project has not been finalized.*

In the future when the project is ready to be amended into the TIP for construction, more of the project details should be available and we should have the answers to the rest of your questions not answered at June's RCC meeting.

- *Section 5309 Bus funds can be used for the acquisition of bus and rolling stock and ancillary equipment, and the construction of bus facilities - i.e., maintenance facilities, garages, storage areas, bus terminals and the like.)*

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to table TIP Action PA07-54. There was insufficient information to make a definitive decision.

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

ADOPTION OF THE DVRPC FY 2008 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY (FY2008 - FY2011):

Gastonia Anderson, DVRPC Transportation Planner, explained that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) for the metropolitan region to become eligible for federal transportation funds. The creation of this document is to be done by the MPO in cooperation with the state and the transit operators, and must provide opportunity for input and comment by the public.

Every year DVRPC develops a TIP that covers the four New Jersey counties located in the DVRPC region: Burlington, Camden, Gloucester, and Mercer. The New Jersey Subcommittee of the RTC has been working with staff since the fall of 2006 on a DVRPC FY 2008 TIP for New Jersey that meets the requirements of the federal laws and regulations, including those concerning financial constraint and air quality.

The FY 2008-2011 TIP for the New Jersey portion of the DVRPC region contains over 130 projects totaling close to \$2 billion for phases to be advanced during the next four years, including \$918 million on projects primarily addressing the highway system and over a billion dollars on transit projects for DRPA/PATCO and NJ TRANSIT. The New Jersey TIP averages \$491 million per year for transportation projects in the DVRPC region.

The projects in the TIP represent the region's transportation priorities. The TIP lists all projects that intend to use federal funds, along with all state funded projects whether or not they are regionally significant. The TIP has been fiscally constrained to the available financial resources identified jointly by NJDOT, the federal agencies and the three MPOs of the state, as negotiated for this region's projects. All air quality non-exempt projects have been included in the regional conformity analysis.

The Draft TIP document was made available for public review during a 43-day period which ended on June 1, 2007. The document was published on the Internet, copies were placed at 16 major public libraries in New Jersey, and 2 in Philadelphia, and two public meetings were held to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff.

The meetings were held in downtown Philadelphia and Cherry Hill, New Jersey. Legal notices of the public comment process and the public meetings were published in the Inquirer, the Tribune, La Actualidad, the Trenton Times and the Courier Post. Media releases were also issued preceding the public comment period.

NJDOT released an amended Statewide Transportation Improvement Program (STIP) on May 15, 2007, and will accept comments on their revised STIP through July 6, 2007 (see attached notice). NJDOT released this amended STIP in order to address the need to provide a funding mechanism for the new tunnel project between North Jersey and New York City (a.k.a., "Access to the Region's Core"). These changes do not significantly impact the FY08 DVRPC TIP, as they are mostly changes to the type of funding, not the level of funding for the DVRPC region.

Once again, DVRPC's website played a vital role in our public outreach effort. The entire Draft TIP document was placed on our website, as were the dates and locations of the public meetings and general information about the TIP development process. The site includes a TIP search feature and an interactive mapping capability. The TIP page is often one of the most frequently hit pages on the DVRPC website. Individuals and organizations were also able to provide written comments concerning the Draft FY2008 TIP via regular mail, e-mail, and fax.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the scheduled public meetings to several hundred individuals and organizations, including those that represent traditional and underserved transportation users, minority and low income populations, chambers of commerce, and the welfare-to-work community.

Attached to this Action are the public comments received and agency responses, as well as the recommended changes to what was in the Draft TIP. These are provided for the Board's review and consideration before taking action to adopt the Final FY 2008 TIP for NJ. The RTC has recommended Board adoption of the FY 2008 TIP for New Jersey, with the attached recommended changes.

Adoption at the June meeting will permit the inclusion of the DVRPC TIP, along with the TIPs from the other two MPOs, in the New Jersey Statewide TIP (STIP) for timely submission of that document by NJDOT to the federal funding agencies for approval before the current TIP expires on September 30, 2007.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board adopt the DVRPC FY 2008 Transportation Improvement Program (TIP) for New Jersey (FY2008-FY2011), with the recommended changes, as the region's official selection of transportation projects for federal funding. The RCC also submits, as its official statement, the attached comments which reflect those already submitted by Roxane Shinn and John Boyle.

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

ADOPTION OF 2007 CONGESTION MANAGEMENT PROCESS, SUPPLEMENTAL PROJECTS UPDATE:

Zoe Neaderland, DVRPC Senior Transportation Planner explained that highway projects that add major Single Occupancy Vehicle (SOV) capacity are required to include supplemental projects that enhance the benefits of the capacity additions and extend the useful life of the project. The Congestion Management Process (CMP) is required to track implementation of supplemental projects to ensure that these commitments are being faithfully pursued.

The update on the Status of Supplemental Projects memorandum covers twenty major SOV capacity-adding projects. A number of these projects were the subject of CMS studies in the 1990s, some of which have changed in scope or have subsequently gone through the environmental review process. The document recommends that commitments from the more recent studies replace original CMS commitments. While developing this document, PennDOT requested that projects associated with the I-95 Reconstruction, PA 309 Reconstruction and US 202 Section 500 be added to this memorandum. This document also recommends that the commitments associated with those projects be adopted as the formal CMP commitments to fully comply with federal regulations. The first annual memorandum tracking CMP commitments was prepared in coordination with transportation planning partners and has found that supplemental commitments for this group of projects have either been completed or are proceeding in a satisfactory manner.

Discussion: Roxane Shinn had a number of questions and comments, they are attached to these minutes. Ajay Creshkoff commented that outcome and evaluation are important parts of the tracking process, not just from a procedural point of view, but also from a substantive point of view. Ms. Neaderland noted that she would be available to meet with individual members of the RCC to follow up on any issues. She also noted that she will be meeting with the CMP Advisory Committee shortly—Lorraine Brill is the RCC representative to this Committee, with Larry Schaeffer as the alternate.

ACTION TAKEN BY COMMITTEE:

MOTION (by Cheryl Tumola, seconded by Ernest Cohen) to recommend that the Board accept the *2007 Supplemental Projects Status Update*, including the updating and replacement of selected commitments from previous CMS reports and the adoption of commitments for the I-95 Reconstruction, PA 309 Reconstruction and US 202, Section 500 projects.

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

DVRPC ANNUAL SELF-CERTIFICATION OF THE REGIONAL TRANSPORTATION PLANNING PROCESS:

Candy Snyder, Director, Office of Communications and Public Affairs, noted that Federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration and the Federal Transit Administration that its transportation planning process addresses the major issues facing the area and is being conducted in accordance with all applicable requirements.

The regulation lists specific requirements which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704., Equal Employment Opportunity Guidelines for Grant Recipients.
6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
8. Congestion Management System phase-in requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

Discussion: Dennis Winters noted that self-certification is an excellent time to monitor the ways in which the planning process treats citizen participation, and volunteered to lead a subcommittee on the subject. Ajay Creshkoff asked what is the meaning of an effective planning process?

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Larry Schaeffer) to recommend that the Board adopt Resolution No. B-FY07-014 certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

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

PROJECTS TO SUPPORT ECONOMIC DEVELOPMENT IN THE DELAWARE VALLEY:

Mike Boyer, Manager, DVRPC Office of Long Range Planning, noted that a LUTED (Land Use, Transportation, and Economic Development) group has been formed to create a dialogue between economic development and planning to ensure that land use and transportation goals for the region are taken into account when economic development initiatives are proposed. The goal of the group is to develop a series of recommendations for the region. When speaking with economic development organizations, the top transportation issues cited include fully funding the transportation system, access for employees to get to work and congestion.

A Transportation Investments to Support Economic Development in the Delaware Valley Scoring Sheet was distributed to the RCC, which contained thirty transportation projects. The projects listed were geared toward economic development and were consistent with the Long Range Plan. Respondents were asked to rate each project for its importance to economic development and growth.

PRESENTATION: Velo’V Bike Share Program, Lyon, France:

John Boyle presented the Velo’V Bike Share Program, which has been in existence since 2005 in Lyon, France. Over 2,000 bicycles are distributed at stations throughout the city (stations are usually several hundred feet apart), and users may pick up a bicycle at one location and return it at a location close to their destination. An advertising agency bears the cost of maintaining the program in exchange for free advertising space at the bicycle stations across the city.

Lyon is a city of 465,000, and the bike sharing program has approximately 60,000 subscribers who take about 30,000 trips a day. Subscribers pay a minimal membership fee, as the primary funding comes from the advertising company. Rides under 30 minutes are free, and prices for longer durations run a few euros. It has been estimated that the bicycle sharing program has reduced motor vehicle trips in Lyon by 4%.

Some other European cities, such as Paris and Brussels, also are in the process of implementing or developing, bicycle sharing programs, and Tulsa, OK has a bicycle sharing program, although it is primarily for recreational biking within city parks.

SUBCOMMITTEE REPORTS:

2030 Task Force: John Pawson mentioned an article that appeared in Sunday’s Inquirer (see attached) on transportation funding. Ernest and Elaine Cohen met with Barry Seymour to discuss elements of emergency planning, including planning for the rapid cut-off of petroleum.

Transportation Subcommittee: Sue Herman noted that the Lindenhurst Road Traffic Calming project has been approved and wanted to thank the RCC for its support.

Environmental Justice: Jane Meconi noted that an RCC membership drive will occur this summer, including reaching out to and inviting our EJ Partners to attend RCC meetings. The EJ Partners list currently contains 400-500 individuals and organizations throughout the region who have been receiving public notices announcing new publications, public comment periods, or other information. If anyone has any suggestions for interested individuals or organizations, please let Ms Meconi know.

The DVRPC Public Participation Plan needs to be updated as per SAFETEA-LU regulations. RCC members are needed to participate. Information will be sent out in the coming months.

Ms. Meconi also noted that she and Eric Grugel recently completed a Title VI fact sheet wither pertinent information for staff to utilize in their project planning process. A *Planner's Methodology* will also be developed this year, incorporating elements from the EJ Protocol as well as the Public Participation Plan. Details to follow.

OLD/NEW BUSINESS:

Warren Strumpfer made a comment regarding one of the Tri-County Water Quality Management Plan projects that went before the Board last month: The Swedesboro-Woolwich Wastewater Management Plan amendment, which extended sewer and water lines to a new school located outside of Swedesboro. This action promotes large housing development, sprawl and goes against revitalizing town centers, which is an element of DVRPC's Long Range Plan. Additionally, the school is located in a rural conservation area.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Larry Schaeffer) stating that: The RCC expresses deep concern regarding the decision made at the May Board meeting to approve the Tri-County Water Quality Management Plan proposal to extend sewer and water lines to a new school located in Woolwich Township, Camden County, in a rural conservation area; this may not correspond to recommendations in DVRPC's 2030 Long Range Plan.

MOTION CARRIED.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.