

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
FEBRUARY 19, 2008**

Present: Warren Strumpfer (Chair), Aissia Richardson, Richard Biddle, Hans Van Naerssen, Cheryl Tumola, John Burkhardt, Kay McKenna, Kathryn Garza, Emily Linn, Bill Faltermayer, Sue Herman, John Boyle, Ajay Creshkoff, Bob Machler, Cathy Zukoski, Lorraine Brill, John Pawson, Ernest Cohen, Elaine Cohen (citizens); Beth Offenbacher, Anne Khademian (visitors); Candace Snyder, Jane Meconi, Regina Moore, Rosemarie Anderson, Joseph Hacker, Greg Krykewycz, Dan Nemiroff, Rob Graff (staff)

APPROVAL OF MINUTES:

The minutes of the January 15, 2008 RCC meeting were approved as mailed.

COMMITTEE BUSINESS:

Warren Strumpfer, RCC Chair, appointed Hans Van Naerssen and Cheryl Tumola as Vice Chairs, and John Boyle as RTC Representative.

CHAIRMAN'S REPORT:

Mr. Strumpfer thanked DVRPC staff for mailing the *Options for Filling the Region's Transportation Funding Gap* to local legislators. He also noted that at the last Board meeting, he requested the status of bicycle lanes and pedestrian access on the Scudders Falls Bridge reconstruction, noting that there is support from Ewing Township and Yardley for this project. Mr. Strumpfer asked whether this public support would be taken into account in the project.

At last month's Board meeting, SEPTA staff presented the agency's work on electronic payment and fare collection modernization. SEPTA seemed to conduct a fairly extensive evaluation and needs analysis as part of the planning phase of its fare collection and modernization project. The effort resulted in a recommendation to replace and modernize the current equipment and system with an electronic payment system featuring contactless technology. Mr. Strumpfer commented that he was concerned that SEPTA made study comparisons with transit agencies in cities like Boston and Chicago, but not with PATCO, and that the RCC is very interested in the "seamless" transportation access across the Delaware River. It was later noted by PATCO that their fare modernization is designed to be compatible with SEPTA's and that they are working with SEPTA on the project.

Mr. Strumpfer also thanked staff for following up on the Bucks County Regional Traffic Study addendum (please see Action Task Force Report).

RTC REPORT:

Mr. Strumpfer attended the February 5, 2008 RTC meeting. He noted that Dr. Don Shanis reported on the Scudders Falls Bridge bike/ped accommodations that the RCC had requested. Dr. Shanis reported that the Environmental Assessment (EA) is complete and that the current EA does not include bike/ped options. These could be added as part of the final design, but it may become a question of funding.

Currently, the cost of the bridge is estimated at \$185 million; the addition of bike lanes would increase the project by \$15 million. The EA will be released in April and a 30-day public comment period will follow.

REPORTS FROM OTHER COMMITTEES:

Ernest Cohen attended the DVRPC Goods Movement Task Force meeting on January 16, 2008, and wrote up a report of the meeting. Lorraine Brill noted that she attended the PA TIP meeting and that CMAQ funding is an issue for the future. However, CMAQ funds were committed to three trail projects. John Boyle attended the Central Jersey Transportation Forum meeting on February 11, 2008. He noted that this is a meeting for communities surrounding the US 1 corridor. He commented on the frustration apparent in building consensus on transportation issues, and stated that BRT along Route 1 was discussed. Mr. Strumpfer attended the New Jersey Subcommittee meeting and said bridges are the primary priority with safety, maintenance and congestion management being lesser priorities; an improved project rating system is overdue.

DVRPC BOARD AGENDA ITEMS:

The items below are agenda items for the DVRPC Board. As per the new RCC format, a "consent agenda" format is in place, meaning that the RCC does not have to address every agenda item before them.

PA07-78: Commodore Barry Bridge Security Improvements Project (MPMS #74840), DRPA/PATCO- Proposed New DEMO Project

John Boyle, Transportation Subcommittee Chair, noted that DRPA/PATCO has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new transit project to the TIP, the Commodore Barry Bridge Security Improvements Project (MPMS #74840). This project will be funded by a SAFETEA-LU earmark (ID #4816) \$1,000,000 DEMO and a \$250,000 match provided by DRPA/PATCO, and will include several security improvements to the Commodore Barry bridge; including electronic surveillance and detection, and increased lightning. The transit earmark will be programmed for construction in FY08 (\$1,000,000 DEMO/\$250,000 DRPA/PATCO Match.)

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-78 , DRPA/PATCO's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Commodore Barry Bridge Security Improvements Project (MPMS #74840) and programming \$1,000,000 DEMO/\$250,000 DRPA/PATCO Match for construction in FY08. RCC members noted their misgivings regarding the earmark funding process.

PA07-79: Center City Transit Signage Program (MPMS #83594), SEPTA - Proposed New Project

SEPTA, in partnership with the Center City District, PATCO, and the City of Philadelphia Planning Commission has requested that DVRPC amend the FY2007-2010 TIP for

Pennsylvania by adding a new transit project to the TIP, the Transit Signage Program (MPMS #83594) using \$312,500 provided by SEPTA as a result of the reallocation of the unused portion of Transit Enhancement funding from the Girard Avenue Streetscape Improvement Project (MPMS #61719). SEPTA's request is to program \$312,500 transit funds (\$250,000 Transit Enhancement/ \$52,083 Capital Bond/\$10,417 SEPTA match) for the construction phase to install signage at locations to be determined by SEPTA in cooperation with Center City District, and DRPA/PATCO.

Design for the program was advanced by the Center City District in consultation with SEPTA and DRPA/PATCO using a portion of a \$375,000 grant secured from the William Penn Foundation. \$187,500 of that grant will be made available for construction and implementation of the signage program, including a testing phase for at least 5 Center City Locations.

The Transit Signage Program will help raise the public profile of transit and enhance the visibility of portals to the city's transit system. The signage will assist transit users, visitors, and occasional riders better identify and access transportation. The project includes creation of a transit signage identity and pathfinding system throughout Center City with the long-term goal of the identity system being implemented throughout the region. Center City District has estimated the cost to address all 123 concourse street entrance ways at \$1.5 million dollars.

SEPTA's request includes reallocating unused funds from a transit TE project that was selected for funding prior to SEPTA's participation in the TE Program as a competitive process. In FY2000, The Girard Avenue Streetscape Improvement Project was originally programmed by SEPTA for Transit Enhancement funding in the amount of \$384,000 to install " Art-in-Transit" at locations along the 8.2 mile rail route along Girard Avenue. However, due to the lack of feasibility to advance the project as planned, SEPTA decided to downsize the project to \$134,000. Funds have been used to install an "Art in Transit" component at the Zoo trolley stop, and an additional location is to be installed at the Westmoreland Loop in Port Richmond at the eastern end of the line. A community inspired marker will be installed at the western end of the line as well.

Discussion: Aissia Richardson commented that there are many cultural and educational institutions located between the Zoo and Broad Street that could benefit from markers, and wanted to know why that part of the initial project was not included.. Also, what type of funding could be used to support this project? In addition, the original project was designated as unfeasible and the RCC questioned why. Staff will follow up.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-79, SEPTA's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Transit Signage Program (MPMS #83594), and programming construction in FY08 (\$250,000 Transit Enhancements/\$52,083 Capital Bond/\$10,417 SEPTA/\$187,500 Local from William Penn Grant).

PA07-80: SEPTA Safety and Security Improvements Project (MPMS #65612), SEPTA

SEPTA has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by federalizing the SEPTA Safety and Security Improvements Project (MPMS #65612) by adding a \$656,600 earmark, acknowledging state and local matches, to the capital phase in FY08 to

jump start a \$10 million dollar project to improve emergency communication project. The additional funding will be programmed in FY08 (\$656,600 DEMO/\$136,791 T-Bond/\$27,359 Local) for the capital phase. This project will be completed in two phases and involves providing an interoperable communications system that will enable SEPTA to communicate with City Police, Fire and Emergency Services Personnel. This system will allow the Authority to participate, either in a lead, or supporting role, in all emergency response and recovery actions from accidental, natural and terrorist incidents, which may occur in the 20 miles of City commuter tunnel system, underground concourses and above-ground transportation facilities. Phase two of the project will provide interoperability communications for the SEPTA police, other police, and emergency recovery team activities in the five county area.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-80, DRPA/PATCO's request to amend the FY2007-2010 TIP for Pennsylvania by federalizing the SEPTA Safety and Security Improvements Project (MPMS #65612) by adding \$656,000 DEMO/\$136,791 T-Bond/\$27,359 Local) to the capital phase in FY08. RCC members noted their misgivings regarding the earmark funding process.

Delaware River Port Authority (DRPA) / Delaware Valley Regional Planning Commission (DVRPC) Memorandum of Understanding on Transportation Planning Procedures

The Delaware Valley Regional Planning Commission (DVRPC) and Delaware River Port Authority (DRPA) have drafted a Memorandum of Understanding (MOU) which addresses a cooperative procedure for carrying out transportation planning and programming as mandated in Federal Regulation 23CFR450.314(a):

“Metropolitan Planning Agreements between the MPO and the public transportation operators to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process. These responsibilities shall be clearly identified in written agreements among the MPO and the public transportation operators serving the metropolitan planning area.”

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 DRPA 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 DRPA is consistent, cooperative and in conformance with Federal and State regulations.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve the DVRPC / DRPA Memorandum Of Understanding on Transportation Planning Procedures. The RCC requests a clarification in Part 5: Continuous Transportation Planning Process, “#4: Increase accessibility and mobility of people and freight” should explicitly refer to both motorized and non-motorized vehicles.

Adoption of the Conformity Finding Reaffirmation of the DVRPC FY 2007 Pennsylvania and FY 2008 New Jersey Transportation Improvement Programs (TIPs) and the Destination 2030 Long Range Plan (LRP)

Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with (“conform to”) state commitment for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the FY 2007 Pennsylvania and FY 2008 New Jersey TIPs and the *Destination 2030* LRP.

In May 2007, the DVRPC Board adopted the conformity finding of the FY 2007 Pennsylvania TIP, FY 2008 New Jersey TIP, and the *Destination 2030* LRP (Resolution # B-FY07-010). This conformity finding covers:

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

WILMAPCO is currently conducting a new conformity determination for their FY 2009-2012 TIP. Since New Castle County is included in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, DVRPC must reaffirm its previous conformity determination to support WILMAPCO’s conformity determination for their TIP.

DVRPC held a public comment period from January 14, 2007 to February 13, 2008. Current, as of this summary sheet preparation date, no comments have been received regarding the draft conformity finding. All comments received by the closing of the comment period B and subsequent DVRPC responses B will be properly documented and reported to the Board.

Discussion: Mr. Strumpfer raised some questions regarding the conformity baseline.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board adopt the reaffirmation of the conformity finding of the FY 2007 Pennsylvania and FY 2008 New Jersey TIPs and the *Destination 2030* LRP by adopting Resolution B-FY08-002.

Adoption of 2008 Congestion Management Process, Supplemental Projects Status Memorandum

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 2008 Supplemental Projects Status Memorandum was prepared in coordination with the state Departments of Transportation and project planning partners and reviews twelve major SOV capacity-adding projects; eight in Pennsylvania and four in New Jersey. This second annual memorandum tracking CMP commitments has found that each Transportation Improvement Program project has appropriate supplemental strategies and that these strategies have either been completed or are proceeding in a satisfactory manner.

Discussion: Mr. Strumpfer noted that nothing in the document addresses transit alternatives.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board adopt the *2008 CMP Supplemental Project Status Memorandum* and accept the supplemental strategies contained in the memorandum as CMP commitments.

FY 2009 PennDOT Transportation Management Association Assistance Grant Program Work Programs

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

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

The maximum allowable grant is \$192,000 per TMA, and each TMA has applied for that amount. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local

match). A review of each application indicates each applicant is able to meet their match requirement.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve and forward to PennDOT for their approval the FY 2008 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600 CMAQ, \$230,400 TMA match).

FY 2009 Mobility Alternatives Program Work Programs

The Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation (through the Clean Air Council) and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employer's awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractor's submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual work programs, which are included in the attached packet and give a description of the work which will be undertaken in FY 2008.

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the maximum of \$67,450 each. The Clean Air Council, working on behalf of the Philadelphia City Planning Commission, has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations, and Marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve the FY 2009 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, The Clean Air Council, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

FY 2009 Pennsylvania Job Access and Reverse Commute and New Freedoms Grant Program - Project Priorities and TIP Commitment

Under SAFETEA-LU regulations, the existing Job Access and Reverse Commute (JARC), New Freedoms, and Transportation for Elderly Persons and Persons with Disabilities Grant programs are now components of a Coordinated Human Services Transportation Planning (CHSTP) process. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the Governors designated recipient for both the JARC and New Freedoms programs. Local non profit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. SEPTA will work with all potential sub-recipients on developing a full application to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted regional Coordinated Human Services Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

The Job Access and Reverse Commute Grant Program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. The FY09 JARC program, which is now allocated based on a federal formula, provides \$3,751,539 of FTA funds with the Commonwealth of Pennsylvania providing overmatching funds of \$4,241,077 for a total of \$7,992,616 in government funding.

The New Freedoms (NFI) Initiative is a new grant program under SAFETEA-LU intended to provide transportation services for people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA), including expansion of existing paratransit services, acquisition of vehicles with mobility aids, accessibility improvements to transit stations, supporting volunteer driver programs, and supporting mobility management programs. Under the SAFETEA-LU guidelines, the New Freedoms Program has been approved for \$339 million dollars of funding through FY 2009. New Freedoms funds will be allocated based on a population of persons with disabilities by Urban Area designation. Fiscal Year 2009 FTA New Freedoms funds for the five-county Pennsylvania total \$1,051,866 with the Commonwealth of Pennsylvania providing matching funds of \$276,467 for sub-region total of \$1,382,333.

Following project solicitation in November/December 2007, DVRPC received 41 Sub-recipient applications from 11 organizations by the December 12th, 2007 submission date. Staff forwarded the submissions to the Pennsylvania selection sub-committee, established by the Board for previous rounds of the JARC program, for their review. The selection sub-committee recommended 35 JARC and 4 New Freedoms applications for service.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve the recommendations for the JARC and New Freedoms funding allocations, with the appropriate amendment to the TIP to enable New Freedoms funding to projects. Further, approve the action to amend the FY 2007 TIP for Pennsylvania (TIP Action PA07-83) by adding the New Freedom Program (MPMS #TBD) with \$1,382,333 New Freedom funds in FY09.

STAFF PRESENTATION: REGIONAL ROAD SAFETY AUDIT PROGRAM:

Regina Moore, DVRPC Transportation Engineer, presented DVRPC's Regional Road Safety Audit Program. The program consists of a formal safety performance examination of an existing

or future road or intersection and is conducted by an independent, interdisciplinary audit team. The program represents a proactive approach to improving transportation safety and opportunities to eliminate or mitigate safety concerns are identified. The audit utilizes a combination of field work and data analysis to identify improvement strategies, including low-cost, quick-turnaround safety improvements.

The audit teams are multi-disciplinary, including representatives from the municipalities and local police departments, the DOTs and special interest groups representing schools, seniors or bicyclists. The process of the audit includes a pre-audit meeting and research that includes researching crash and traffic data, nighttime video, pedestrian activity and land use. Field work and a post-audit meeting complete the process.

The audits identify strategies such as installing signage, signal upgrades, sidewalk improvements and pavement markings. Many recommendations are low-cost and can be implemented immediately. The findings are then forwarded to the parties responsible for implementation.

Discussion: John Boyle commended DVRPC on this program. Hans Van Naerssen noted that rumble strips on shoulders take away space for bicyclists. Ajay Creshkoff commented that road safety should be defined beyond crash data. He also recommended a continuum rating for the audit to measure outcomes. Aissia Richardson asked if there was any type of follow up after implementation. Ms. Moore responded that the audit process was fairly new, and there will be a follow up in 2-3 years on projects that are completed. Warren Strumpfer wants to expand the use of this important program to more municipalities.

STAFF PRESENTATION: CLIMATE CHANGE OVERVIEW:

Rob Graff, DVRPC Manager, Economic Analysis and Coordination, presented a climate change overview, as well as an introduction to the DVRPC Climate Change Initiatives program area. He reviewed the science and impacts of climate change and introduced a discussion of mitigation vs. adaptation. Many of the climate change impacts affect transportation infrastructure, and issues include flooding of tunnels and roadways, airport closures and thermal expansion of roads. He also noted that historical data is no longer as useful in predicting the future for planning purposes.

DVRPC is poised to be a significant coordinator of activities at the state, county and municipal level. Elements of the DVRPC Climate Change Initiatives program area include:

- regional greenhouse gas emissions inventory and forecast;
- greenhouse gas reduction options evaluation;
- stakeholder engagement for action planning;
- regional climate change action plan;
- climate change and energy concerns integrated throughout DVRPC activities;
- support greenhouse gas emissions inventories and forecasts for government operations.

Discussion: John Pawson commented that he is glad DVRPC is taking on this new role. Ajay Creshkoff noted that DVRPC should not merely have a coordination role, but should take on a leadership role in the issue. Hans Van Naerssen suggested that TIP projects be evaluated based on climate change impacts— both positive and negative. Aissia Richardson asked about DVRPC's relationship with sustainable design groups and other green organizations. Mr. Graff noted that DVRPC has a relationship with the Delaware Valley Green Building Council and

noted that DVRPC works with many smart growth organizations and that DVRPC's work with Transit Oriented Development plans and other programs support smart growth principles.

ACTION TAKEN BY COMMITTEE:

Whereas the RCC is deeply concerned with the urgent necessity for long term planning and plan implementation issues, be it resolved that the following three questions be addressed by the DVRPC Board and staff:

- 1. What more should and can DVRPC do to pursue research and development of the necessary alternative energy technologies to address the growing issue of global climate change?**
- 2. What level of funding is needed to maintain and expand DVRPC programs and projects in this area?**
- 3. What goals should be set by DVRPC– both long-term and short-term?**

INFORMATION INTEM: SEAMLESS REGIONAL TRANSIT ACCESS:

Greg Krykewycz, DVRPC Transportation Planner, gave an update on this Work Program project, which follows a RCC white paper that suggested a series of missing transit connections. The projects under investigation are:

- Extend NJ Transit commuter and shore bus routes from City Hall to 30th St. Station (modeled)
- Bus connection between Frankford Transportation Center and the Palmyra RiverLINE station (modeled)
- Bus connection between Burlington City and Bristol Borough (modeled)
- Bus connection between Trenton/Morrisville area and New Hope/Lambertville area
- Shuttle connector between PATCO Center City terminus and 30th St. Station
- JARC shuttle connecting Center City and Chester City with Pureland Industrial Complex (Gloucester County)

Ridership estimates have been completed and cost estimate determinations are underway. A draft document will be released to SEPTA, NJ Transit and the RCC in the spring.

2035 TASK FORCE REPORT:

John Pawson directed RCC members to the 2035 Task Force minutes that were sent in the February RCC mailing.

ACTION TASK FORCE REPORT:

Mr. Strumpfer reported that Ryan Gallagher, DVRPC Project Implementation Coordinator, provided an overview of DVRPC Competitive Funding Programs. Hometown Streets/Safe Routes To School was started in 2004 as a state program. All financial commitments have been met in this program, and no additional rounds of funding will occur. However, many projects that would be eligible in this program can apply for funding through the Transportation Enhancements Program. Also, a federal Safe Routes to School program will commence that will be managed by the DOTs. Application submissions may be accepted this spring or summer. Projects that fall under this program can include pavement markings and signage for

pedestrians, traffic signal upgrades, and sidewalks. Regarding CMAQ, there is no funding for FY08, but there may be potential funding for FY11 or FY 12. No final decision has been made about the program.

Mr. Strumpfer also announced that he was uncomfortable with a statement regarding DVRPC and public outreach presented in the Action Task Force minutes. Sue Herman commented that she spoke at the December Board meeting and said that her organization, RRTS, wanted a CD addendum redone with a label. After three communications with DVRPC, she feels that she is being ignored, and she has not received a copy of the addendum.

ACTION TAKEN BY COMMITTEE:

The RCC requests that DVRPC distribute a replacement CD-ROM that a) includes the 1/08 Addendum to Final Report and b) is properly labeled so that it is clear that DVRPC performed the Bucks County Regional Traffic Study for the Regional Traffic Planning Task Force, to those who received the CD-ROM format of the original Bucks County Regional Traffic Study (dated October 2007.)

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.