

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MARCH 18, 2008**

Present: Warren Strumpfer (Chair), Bridget Chadwick, Cheryl Graff Tumola, Kay McKenna, Tom Cooper, Marilyn Wood, Dennis Winters, Kathryn Garza, John Boyle, Aissia Richardson, Mark McKee, Emily Linn, Ernest Cohen, Elaine Cohen, Bob Machler, John Pawson, Lorraine Brill, William Faltermayer, Ajay Creshkoff, Bill Marston, Donna DiStefano (citizens); Ed Wilson, David Bartelt, Tim Arnold (guest); Candace Snyder, Jane Meconi, Chris Linn, Elizabeth Schoonmaker, Gastonia Anderson, Brett Fusco, Sean Greene, Joseph Hacker, Greg Krykewycz, Chris Henrick, Dan Nemiroff (staff)

APPROVAL OF MINUTES:

The minutes of the February 19, 2008 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Warren Strumpfer, RCC Chair, stated that he had mentioned to the Board that the RCC had heard presentations on the Regional Road Safety Audit and Climate Change Overview. These were excellent and important presentations.

He noted that the RCC was also pleased to hear that Cross County Connection TMA was involved in promoting the "Complete Streets" and "Safe Routes to School" concepts, and that the RCC feels that these are very important programs to promote.

At the Board, he also noted that the RCC is confused over some observed inconsistencies: the RCC was tasked to incorporate and has agreed to accept an environmental justice role/component in its dealings. DVRPC and the states promote this concept in addition to "Complete Streets" and "Safe Routes to School." However, our observations in Lower Makefield (RT-1) and the "soon to be rebuilt" Blackwood Clementon Road in Camden County indicate a need for this kind of consideration. We hear there will be no environmental justice consideration and/or roadway safety for bike/ped accommodations in this rebuild project. The RCC needs to see Bike/Ped accommodations, safety and environmental justice at county and municipal levels. Mr. Strumpfer told the Board that the RCC agreed to support DVRPC's request for additional money for State Municipal Aid to aid in funding municipal and county roads, with the hope that the counties and municipalities would provide / build more Complete Streets and Safe Routes to School projects.

He also relayed the request related to the Bucks County Regional Traffic Study. He noted that the RCC appreciates DVRPC's compliance with our previous request on this matter, but he asked the Board to consider honoring this clarification request for the replacement CDs.

Scudders Falls Bridge update: RCC communications with the Bridge Commission are excellent. We look forward to seeing the forthcoming Environmental Assessment report and making our comments on that document. One more township (Lower Makefield) has presented a resolution supporting bike/ped accommodations across this important bridge.

The RCC heard a preliminary staff update on the “Seamless Transit Across the Region” work program project and was very encouraged to hear that three to four bus river crossings routes looked promising.

RTC REPORT:

John Boyle, RCC representative to the RTC, reported that there will be a presentation on the Perkiomen Trail at the April RTC meeting. It was also announced that the SEPTA FY 2009 Capital Budget & Fiscal Year 2009-2020 Capital Program Public Hearing will take place on Monday, April 7, at SEPTA’s headquarters from 11AM to 5PM. In addition, it was noted that a bill has been introduced in Congress that will require that all MPO’s adopt a Complete Streets policy.

REPORTS FROM OTHER COMMITTEES:

Lorraine Brill reported on the PA Subcommittee of the RTC. They are currently working on the TIP; she stated that it is frustrating in that the funding is constantly in flux. Warren Strumpfer reported on the NJ Subcommittee meeting and noted that states are reapportioning funding to bridge and safety repairs, and congestion management has become a lesser priority. Dennis Winters attended the LUTED meeting, and he noted that there was a presentation on green building at the new Comcast Center with a talk by Joe van Bellingham, a developer in Victoria, British Columbia. For more information, visit www.docksidegreen.com or e-mail joevb@docksidegreen.com.

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.

PA07-84: Inclusion of the FY08-FY11 Eastern Federal Lands Transportation Improvement Program Projects as part of the DVRPC FY07 TIP for Pennsylvania Inner Line Drive and Redoubt Road Rehabilitation Project (MPMS #TBD), Montgomery County

John Boyle, Action Task Force Chair, noted that FHWA has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by including a portion of the FY08-FY11 Eastern Federal Lands Transportation Improvement Program Projects as part of the DVRPC FY07 TIP for Pennsylvania, by adding a new project to the TIP, Inner Line Drive and Redoubt Road Rehabilitation Project (MPMS #TBD) and programming \$3.1 million of Park, Roads, and Parkways funds in FY08 for construction, acknowledging a toll credit match.

As a requirement of SAFETEA-LU legislation, the Eastern Federal Lands Highway Division (EFLHD) has produced a FY08-FY11 TIP for projects administered within Federal Lands. Eastern Federal Land TIP projects located in the DVRPC region are required to be incorporated into the DVRPC TIP. These projects are programmed with EFLHD financial resources and do not contribute to the financial constraint of the DVRPC TIP.

The rehabilitation project is sponsored by both the National Park Service and the Valley Forge National Historical Park and will include the rehabilitation of Inner Line Drive, parking areas, and Redoubt Road. Also, a new one-way connector road between the Outer and Inner Line Drives will be constructed for shuttle bus usage.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-84, FHWA's request to amend the FY2007-2010 TIP for Pennsylvania by including a portion of the FY08-FY11 Eastern Federal Lands Transportation Improvement Program Projects as part of the DVRPC FY07 TIP for Pennsylvania and adding a new project to the TIP, Inner Line Drive and Redoubt Road Rehabilitation Project (MPMS #TBD) by programming \$3,100,000 of Park, Roads, and Parkways funds, acknowledging a toll match for construction in FY08. The RCC approved the motion with the following caveat: Valley Forge Park Inner Line Drive Rehabilitation Project specifies adding a 10 foot wide connector road between Outer and Inner Line Drives. This is a short but very popular bicyclist and pedestrian thoroughway. The project should only be approved if safe facilities for BOTH pedestrians and bicyclists are upgraded/included. A 10-foot wide road, especially on a steep uphill, is too narrow for both shuttle buses and bicyclists. The RCC is also generally concerned about the deteriorating condition of the multi-use path network throughout the entire park.

PA07-85: US 322/Commodore Barry Bridge/I-95 2nd Street Interchange Project (MPMS #57780), Delaware County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the total project cost of the US 322/Commodore Barry Bridge/I-95 2nd Street Interchange Project (MPMS #57780) by \$26.6 million due to the low construction estimate of the project and the high bids received by PennDOT.

This \$78.2 million dollar project provides for Commodore Barry Bridge, a new westbound on ramp and a new east bound off ramp for the full depth joint replacements and bearing replacements will be constructed on the bridge through the limits of the bridge widening. This project will also include safety and drainage improvements, ramp lighting, guide signing upgrades and new traffic beacons at the ramp termini with S. R. 0291.

Amtrak will be involved with the relocation of two catenary structures and the jacking of a new DRPA storm drain pipe under the railroad. Storm drainage outfall pipes will also be installed from the intersection of S.R. 0291 and Tilghman Streets to the Delaware River. Additional construction will be programmed in FY08 (\$15,465,000 STU/\$2,144,000 STP/\$4,402,000 State) and FY09 (\$3,728,000 STU/\$932,000 State).

Discussion: There were questions related to the intersection, and whether it would be bicycle/pedestrian compatible – a more urban style interchange. There were also some concerns related to drainage of the road, as well as if an environmental assessment had been completed for this project.

Gastonia Anderson, DVRPC Transportation Planner, noted that the project will be given a categorical exclusion which normally means that the project has been determined not to have a significant effect on the human environment either individually or cumulatively; so an EIS or Environmental Assessment is not required for the project. PennDOT is still in the process of completing the paperwork to be submitted for a categorical exclusion. According to the project manager, only the scoping field view and archaeology report have been completed. As more environmental reports are completed, results will be available at the project's website: www.i95-us322.com.

RCC members questioned how the addition of two ramps could not have an impact on the human environment requiring an environmental assessment; the committee feels that a categorical exclusion makes a mockery of the environmental assessment process. RCC members were also concerned that, without an environmental assessment, there would not be a full investigation of potential environmental justice impacts. Ajay Creshkoff said that "social" considerations need to be added into environmental assessments. Elizabeth Schoonmaker, DVRPC Manager of Capital Programs, noted that several public meetings have been held on this topic and the community supports the project as it would alleviate traffic from going through the neighborhood. Kathryn Garza would like to see sustainable development and brownfield reclamation as part of this project.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board NOT approve TIP Action PA07-85, PennDOT's request to modify the FY2007-2010 TIP for Pennsylvania by increasing the total project cost of the US 322/Commodore Barry Bridge/I-95 Second Street Interchange Project (MPMS #57780) by \$26.6 million and programming additional construction funds in FY08 (\$15,465,000 STU/\$2,144,000 STP/\$4,402,000 State) and FY09 (\$3,728,000 STU/\$932,000 State, until an adequate Environmental Assessment is completed.

PA07-86: Boot Road Extension Bridge over Brandywine Creek (MPMS #83710), Chester County

The Borough of Downingtown in Chester County has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Boot Road Extension Bridge over Brandywine Creek (MPMS #83710) by programming \$260,850 of local funds for preliminary engineering to advance the environmental clearance work for a new bridge over Brandywine Creek. The project would ultimately connect to the Boot Road Extension, which is critical to providing access to Chester County's only Keystone Opportunity Zone, improving traffic circulation on US 322 and US 30 business, and creating employment opportunities. The project construction will consist of a new bridge over the Brandywine Creek with one travel lane in each direction and sidewalks. The project will provide a more direct connection to the Downingtown Amtrak/SEPTA Train Station and regional bicycle and pedestrian facilities, including Pennsylvania Bicycle Route L.

Only the preliminary engineering phase of the project will be added to the TIP at this time. The estimated total cost of the bridge project is \$3,539,700. The borough received a \$490,000 federal FY08 Appropriations earmark for this project, but the balance of the cost (\$3,049,700) will be funded locally by the borough and other private resources.

The borough and its private partners will fund any cost increases or contingencies associated with the project. Additional phases of the project (final design, right of way, utilities and construction) for the project would be included in the FY09 TIP (\$3,278,850). The project is one of the highest priorities for the Borough. The new bridge is one component of the Boot Road Extension project, which connects Boot Road (S.R. 2020) from its current terminus point with Brandywine Avenue (S.R. 0322) (east side of the Bridge) to Viaduct Avenue (S.R. 3053). The road extensions on both sides of the bridge will be paid for entirely with local funds. The project is ready to advance to preliminary engineering.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-86, the Borough of Downingtown's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Boot Road Extension Bridge over Brandywine Creek (MPMS #83710) and programming \$260,850 Local funds for preliminary engineering in FY08. While the project description notes connections to bicycle and pedestrian facilities, the RCC specifically recommends the inclusion of bicycle lanes and reiterated the importance of including sidewalks on the bridge over Brandywine Creek. The RCC also recommends consideration of environmental and drainage concerns related to Brandywine Creek.

PA07-87: Cresheim Valley Drive, Cresheim Road to Stenton Avenue, Revitalization Project (MPMS #74831), Philadelphia

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Cresheim Valley Drive, Cresheim Road to Stenton Avenue, Revitalization Project (MPMS #74831). This project will be funded by two SAFETEA-LU earmarks in the amount of (ID#1060) \$880,000 and (ID #4830) \$450,000, and a local match provided by the City of Philadelphia.

This project involves the restoration, resurfacing and reconstruction of Cresheim Valley Drive from Cresheim Road to Stenton Avenue. All street segments will be resurfaced with bituminous material. The existing inlets and lateral connections to the Cresheim Creek will be replaced with inlets. Also, the pipe that connects one of the inlets to the creek through the culvert beneath Lincoln Drive Bridge will be replaced with a new RCP with a new connection to the culvert. Rock lining will be provided on the street side slope of the creek. Concrete barrier and moment slab will be installed along the Cresheim Creek side. New concrete curb and guiderail will be installed on the opposite side of Cresheim Creek. In addition, the scour area under the bridge will be repaired as a part of this project.

This project was designed as a part of the Citywide Roadway Resurfacing project (MPMS #72946). Construction will be programmed in FY08 (\$1,328,000 DEMO/\$333,000 Local).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve PA07-87, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Cresheim Valley Drive, Cresheim Road to Stenton Avenue, Revitalization Project (MPMS #74831) and programming construction in FY08 (\$1,328,000 DEMO/\$333,000 Local), if the project includes shoulders of reasonable width and if the scenic character of the road is preserved for all users. Truck restrictions should also be in place along this road. The committee also requests a redesign of the curbing inlets and water control features to support the sustainable water management principles as guided by the Philadelphia Water Department. In addition, RCC members noted their misgivings regarding the earmark funding process.

PA07-88: I-476, Reconstruction, Chemical Road to I-76 (ITS) (MPMS #83603), Montgomery County

PennDOT has requested that DVRPC modify the DVRPC Regional TIP by reducing it by \$830,000 in order to provide a construction funding increase to a Interstate Management Program (IMP) project for Pennsylvania by increasing the construction phase of an IMP project, I-476, Reconstruction, Chemical Road to I-76 (ITS) (MPMS #83603) by \$830,000 of Regional TIP funds due to a low construction cost estimate and the high bids received by PennDOT. This action increases the amount of funds in the IMP and reduces the total funding in the DVRPC Regional TIP by \$830,000.

The \$830,000 is needed for ITS improvements that are not eligible for funding through the IMP Program, which is for reconstruction costs only. The additional funds would be provided by the deferral of Paoli Transportation Center Roadway Improvements (MPMS #47979) which has not yet begun preliminary engineering because the Paoli Transportation Center (MPMS #60574) has not advanced.

The I-476 over Schuylkill River Bridge Deck Replacement and ITS project will include ITS elements including the installation of new conduit and CCTV's, better interconnectivity between elements and PennDOT's TCC, ramp meter system improvements, EZPass Tag Reader system. This project will also include CCTV upgrades at 7 existing camera locations from St David's interchange and south, and 10 new CCTV's will be installed to cover ramp meter locations and areas with current gaps in coverage. The interconnection via loop detectors at signal improvements at Germantown Pike, Ridge Pike, US 30, PA 3, and US 1 will allow the system to operate properly. This project is a breakout of, and companion project to, I-476, Reconstruction, Chemical Road to I-76 (RES) (MPMS #16737). Construction will be programmed in FY08 (\$747,000 CMAQ/\$83,000 State).

Discussion: This project brought up the issue that interstate bridges, such as I-476, offer opportunities to reconnect communities, such as Conshohocken, that have been severed by previous highway projects. There are many missed bicycle connections in this area as a result of I-476. The RCC should discuss further the bicycle issues in the area as well as possible solutions.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-88, PennDOT's request to approve reducing the Regional TIP by \$830,000 in order to fund an ineligible IMP cost to an IMP project, I-476, Reconstruction, Chemical Road to I-76 (ITS) (MPMS #83603).

PA07-89: Deferrals Resulting in Technical Deletions from the TIP, (MPMS #'S 47979 and 64791)

(1) Paoli Transportation Center - Road Improvements (MPMS #47979), Chester County

(2) Kedron Avenue at Franklin Avenue Intersection Improvements (MPMS #64791), Delaware County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring phases for 2 projects in the TIP, (MPMS #'s 47979, 64791) to reflect a more accurate let schedule and to program the projects consistently to what is proposed in the preliminary draft of the FY09 TIP. These project phases will not be using the funds that are currently programmed in FY08, and are being shifted to FY11, which is outside of the current FY07 TIP and considered "Later Fiscal Years" (hence, a "Technical Deletion"). The projects are not being dropped.

(1) The FY08 preliminary engineering phase of Paoli Transportation Center - Road Improvements (MPMS #47979) will be deferred to FY11, or Later Fiscal Years of the FY07 TIP. \$830,000 of the preliminary engineering phase will be used to provide additional funding for an Interstate Management Program (IMP) project, I-476 over Schuylkill River Bridge Deck Replacement and ITS (MPMS #83603). This project has not yet begun preliminary engineering since the Paoli Transportation Center (MPMS #60574) has not advanced or reached consensus on configuration.

(2) The FY08 construction phase of the Kedron Avenue at Franklin Avenue Intersection Improvements (MPMS #64791), would be deferred to FY11, or Later Fiscal Years of the FY07 TIP. Final design is underway and expected to be completed at the end of FY2010. The unused FY08 funding from this Kedron Avenue project will be used to help fund accrued unbilled costs for various projects.

Phases being pushed out of the four year TIP program results in "technical deletions". 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.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-89, PennDOT's request to amend the TIP by deferring two project phases in the TIP, (MPMS #'s 47979, 64791) to FY11 to reflect accurate let schedules and be consistent with the anticipated programming in the FY09 TIP.

DVRPC FY 2008 Planning Work Program Amendment - PennDOT First Class Township Mapping: Bucks, Chester, Delaware, and Montgomery Counties

PennDOT's Bureau of Planning and Research, Geographic Information Division has requested mapping assistance from DVRPC. DVRPC would create digital map files for First Class Townships located in Bucks, Chester, Delaware, and Montgomery counties. First Class Township maps would depict all roads under the Liquid Fuels Program with names and segment lengths. The project would initially begin by piloting one of the township maps, and then evaluate a mutual desire to continue with production. DVRPC could expand beyond the region and do additional townships if time, resources, and need exist.

All source materials will be provided by PennDOT and would include map specifications, road names, road segment lengths, township references, boundaries, selected non-private roads, creeks and streams, railroads, public use airports, and municipal buildings. DVRPC staff will check township references to obtain current local information. Maps will be created using MicroStation software and utilize PennDOT's projection, datum, and working units. PennDOT will supply macros, seed design file, font and cell libraries, and color tables as required. DVRPC has supported PennDOT in the past with similar efforts. Over 10 years ago DVRPC prepared Type 10 County Maps for District 6 and in June DVRPC will complete a 3-year project mapping the District's boroughs.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board amend the DVRPC FY 2009 Work Program to include the PennDOT First Class Township Mapping Project. The RCC requests that the project description for this Work Program amendment be expanded to examine right-of-way designations.

STAFF PRESENTATION: BICYCLING IN THE DELAWARE VALLEY:

John Madera, DVRPC Senior Transportation Planner, presented findings based on a 2005 survey of Bicycling in the Delaware Valley.

Because data on bicycling is needed to help guide transportation policy and capital investment, and to evaluate their effects on bicycle usage, DVRPC conducted its first-ever metropolitan bicycle travel survey, one of the most comprehensive looks at bicycling ever conducted in the region. The goals of the survey were to generate data on the characteristics of adult bicyclists and bicycle trips, and to ascertain bicyclists' travel behavior, attitudes and desires.

Mr. Madera outlined the survey design and procedures; and presented the principal findings of an analysis of the data collected during the survey. Conducted in the Autumn of 2005, the survey collected trip data through roadside interviews of bicyclists intercepted at pre-selected sites; and user data through the distribution of mail-back questionnaires to intercepted bicyclists, attachment to parked bicycles, and through the leaders of club rides. Trip characteristics recorded included length; duration and purpose; use of multiple modes; helmet use and riding behavior; and gender of rider. User characteristics included age, race, gender and socioeconomic status; bicycle ownership; estimated monthly usage by purpose in combination with transit; safety habits and attitudes; and facility and policy preferences. Unique to this survey, data was also collected on bicyclist crash experience during the previous 12 months.

In the Philadelphia region, there is an estimated 133,000 daily bicycle trips. The study also found that close to 35% of respondents in the region bike to work daily or almost daily and in the Central Business District/Fringe area, close to 50% of respondents bike to work daily or almost daily. Respondents also cited a variety of reasons as to why they ride, from health and fitness to environmental concerns to saving time or money. One out of three respondents reported being in a crash in the last year, one in seven were in a crash with a motor vehicle. For full results and additional information, A copy of this report is available as a pdf in the publications section of www.dvrpc.org.

Discussion: Cheryl Tumola noted that PennDOT should include questions about bicycle/pedestrian issues as part of driving exams. Kathryn Garza stated that traffic calming techniques are viewed as an important category of improvements for bicyclists. Ajay Creshkoff noted that principles need to be established for project evaluation, as well as measurable outcomes. Mr. Creshkoff also asked how the study conclusions should drive DVRPC policy formulation and implementation. He noted that applications of benchmarks for measuring progress towards goal achievement should be included.

SPECIAL PRESENTATION: REGIONAL RAILS AS COMMUNITY ASSETS: HOUSING, TAXES AND COMMUNITY QUALITY:

David Bartelt, Professor of Geography & Urban Studies at Temple University, presented a study that the Temple University Metropolitan Philadelphia Indicators Project and 10,000 Friends of Philadelphia are working on to ascertain the impacts of mass transit use, and specifically use of the regional rail system, on community assets. Professor Bartelt's discussed the underlying framework of the study, as well as progress made thus far. He presented how regional rails may be linked as an asset to housing as well as community viability. The Philadelphia region has a wide variety of transportation options, and linkages between rails and roads. And, although he noted that the region is more auto-oriented, regional rail ridership is up. While rail currently serves existing population and job centers, a significant amount of population growth in the region is occurring in areas that are on the fringes of the metro area and commuter ratios show increased economic development away from the rail lines.

Professor Bartelt also presented graphics illustrating the Hybrid Rail-Shuttle Network , Focus on Rail-Shuttle Links and Employment Retail Centers and Rail Stations. A final report will be released next month at www.temple.edu/mpip.

Discussion: Ajay Creshkoff asked if there had been any issues affecting this study as a result of the mortgage crisis? Professor Bartelt answered that as part of the data collection, they discarded outliers, and they took into account all mortgages and included point of sale data. Aissia Richardson asked about business development matrices and their relation to rails. Professor Bartelt noted that they are working with Neighborhoods Now to see what type of correlation there could be. He noted the example of the PATCO station anchored development in Collingswood. It was also asked if the transportation development needed to be regional rail- Professor Bartelt noted that any type of fixed transportation asset – such as light rail – would have similar results.

LONG-RANGE TASK FORCE REPORT:

Please see the attached Long-Range Task Force report.

OLD/NEW BUSINESS:

Bill Marston noted that the Pennsylvania Environmental Council released a new report, *Building Green: Overcoming Barriers in Philadelphia*, that identifies obstacles to green building in Philadelphia and recommends solutions to dissolving those barriers.

Lorraine Brill noted that John Tucker passed away recently. He was a former Vice President of Operations for Amtrak and Chief of SEPTA's regional rail system.

Dennis Winters noted that he would like to commend SEPTA on purchasing hybrid buses, and he would like to ask the Board to send a commendation letter to SEPTA. Mr. Winters will craft a statement for Warren to present to the DVRPC Board.

Elaine Cohen announced that the conference "Putting the U in Sustainability" will be held April 6 at Widener University.

Tom Cooper cited Barry Seymour's comments from the October 2007 RCC meeting regarding New Starts transportation funding in the Delaware Valley as it relates to DVRPC's transportation model. Mr. Seymour stated that the model was not the issue, instead Mr. Seymour replied that the models are not the issue; the cities mentioned by Mr. Cooper receiving New Starts (such as Salt Lake City, Phoenix and Seattle) are rapidly growing metros that have less individual municipalities to work with. Mr. Cooper wished to include the following statement into this month's minutes.

The following is taken from a report issued by SEPTA in November 2007 in a section called "Ridership Forecasting" which addressed the DVRPC model: "To the extent that the ridership model does not reflect current developments or recent trends, it could be hindering the ability of transportation projects to capture the benefits of current developments and move forward on a timely basis. Clearly the model needs to be closely examined to see where adjustments may be necessary and beneficial."

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.
