

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MARCH 17, 2009**

Present: Warren Strumpfer (Chair); Elaine Cohen, Ernest Cohen, Robert Machler, John Pawson, Lorraine Brill, Larry Menkes, William Faltermayer, Ajay Creshkoff, Jim Richardson, Tim Kelly, Eugene Cipriani, Jeannine Missaoui, Mark McKee, Aissia Richardson, Catherine Zukoski, Juanita B. Lewis Hatton, Khadijah Jones, Jaclyn Rhoads, Larry Shaeffer, Tom Cooper, John Burkhardt, Pat Mulligan, Cheryl Graff Tumola (citizens); Greg Heller, Kelly Rossiter, Sean Greene, Joseph Hacker, Zoe Neaderland, Sarah Oaks, Elise Turner, Jane Meconi, Candace Snyder (staff).

APPROVAL OF MINUTES:

The minutes of the February 17, 2009 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

At the February Board meeting, Warren Strumpfer reported that three staff presentations highlighted the RCC meeting: Regional Greenhouse Gas Emissions Inventory, presented by Rob Graff; The Automobile At Rest: Toward Better Parking Policies in the Delaware Valley, presented by Karin Morris; and DVRPC Long-Range Vision For Transit, presented by Greg Krykewycz. The Long-Range Vision for Transit presentation especially raised much discussion, as it is a very important issue to the RCC.

Mr. Strumpfer also highlighted information that has appeared in DVRPC's "Alert" newsletter, regarding possible changes to the Clean Air Act Amendments.

Mr. Strumpfer thanked DVRPC's Director of Technical Services, Charles Dougherty, for clarifying the American Reinvestment and Recovery Act (ARRA) funding. Mr. Strumpfer also raised the issue of a lack of ARRA funding for Bucks County. Candy Snyder clarified that Bucks County was contacted but decided to keep their TIP priority listing. The Stoopville Road project was added at the Board meeting.

RTC REPORT:

Jim Richardson, RCC representative to the RTC, noted that the RTC recommended for approval all Board Action items, and the Committee heard two presentations— one on Context Sensitive Solutions (also presented to the RCC this month) as well as the South Jersey Transportation Guide pilot program. Mr. Richardson also highlighted the RCC issue of receiving more information to have a better means of advocating RCC positions. Mr. Richardson noted that Mr. Dougherty gave him an overview of the transportation project development process.

REPORTS FROM OTHER COMMITTEES:

Warren Strumpfer reported that he attended the New Jersey subcommittee meeting for the Long-Range Plan (LRP).

A goal of the LRP is to keep existing transportation investments in good repair. Also, regional project evaluation criteria were presented. Mr. Strumpffer also attended the New Jersey subcommittee for United We Ride to evaluate Job Access Reverse Commute (JARC) and Coordinated Human Service Transportation Plan (CHSTP) applications.

Jim Richardson noted that he participated in the PA subcommittee meeting for JARC/CHSTP and reported that a recommended list of applications would be submitted for Board approval this month. Mr. Richardson also attended the PA LRP subcommittee. At the meeting, there was a review of how federal funding would be allocated and a regional project evaluation criteria were presented.

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.

PA09-25: PA 41, Gap Newport Pike over Valley Creek Bridge Replacement Project (MPMS# 69917), Chester County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming a final design phase for Gap Newport Pike over Valley Creek Bridge Replacement Project (MPMS# 69917), in FY09 (\$250,000 Act 44). Final design was programmed in the FY2007 TIP and was expected to be encumbered in FY08, but never was.

This project involves the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert. The existing sufficiency rating is 44.7. The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right. Approach roadway work will be approximately ½ mile to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no planned pedestrian or bike features. This project is currently programmed for utility, right of way and construction.

Discussion: Jim Richardson is reviewing SAFETEA-LU Title 23 wording re: the role of the Metropolitan Planning Organization (MPO) in bicycle and pedestrian accommodations in roadway reconstruction, and the state's final authority. The RCC needs to be clear as to when to address these issues and how to advocate for them. Members noted that the width of the shoulders of this bridge could accommodate bicycle and pedestrian facilities.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-25, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by programming a final design phase for Gap Newport Pike over Valley Creek Bridge Replacement Project (MPMS# 69917), in FY09 (\$250,000 Act 44). The RCC notes the width of the shoulders of the bridge and requests coordination with the project manager and state and county bike coordinators to include bicycle/pedestrian facilities at their earliest accommodation.

Project Selection for PA Regional Safety Initiatives Line Item PA TIP MPMS #57927

SAFETEA LU authorized a new core federal aid safety funding program to achieve a significant reduction in traffic fatalities and serious injuries on public roads. Highway Safety Improvement Program (HSIP) funds are apportioned to states (after a set-aside for the Railway-Highway Crossing Program). Currently the DVRPC region has approximately \$17 million available in the Safety Initiatives Line Item available for projects. \$11.4 million of the region's HSIP funding has already been directed toward Railroad/Highway Grade Crossings (MPMS # 36927) for grade crossing improvements such as the installation or upgrading of warning devices/signals/gates/rubberized strips.

Road Safety Audits have been undertaken by DVRPC staff over the last few years and several improvements have been recommended through those reviews. Four specific projects have been identified and are being recommended for funding through the Regional Safety Initiatives line item. Three of those locations are "Top 5" crash locations for FHWA, and one is eligible as a high risk rural road.

Four new specific projects have been identified by a work group and are recommended for funding through the Regional Safety Initiatives line item (MPMS #57927):

- SR 896 Safety Improvements in London Britain and New London Townships, Chester County - \$3,575,000

- Olney Avenue, Broad Street to Rising Sun Road Safety Improvements in Philadelphia - \$3,669,000 includes funds for ADA ramps

- Allegheny Avenue, Ridge Avenue to Aramingo Avenue Safety Improvements in Philadelphia- \$3,328,000 includes funds for ADA ramps

- Erie Avenue, Broad Street to "K" Street Safety Improvements in Philadelphia - \$2,668,000. (Note: an additional \$465,000 for ADA ramps is included in a separate PennDOT maintenance contract)

- (1) SR 896 Safety Improvements in London Britain and New London Townships, Chester County - \$3,575,000, MPMS #85949 - \$250,000 ROW/\$250,000 UTL/\$3,075,000 CON.

This project implements some of the recommendations of the PA 896 Safety Road Audit conducted in November 2006 by DVRPC in conjunction with PennDOT, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township, a distance of 5 miles. The purpose of this project is to reduce the number of crashes and related injuries as well as the severity of crashes. The improvements include: 1) increasing the lane and shoulder width along limited, selected sections of PA Route 896, 2) installing signage,, 3) installing pavement markers, delineators, and rumble strips, and 4) relocating selected utility poles in the roadway clear zone.

- (2) Olney Avenue, Broad Street to Rising Sun Road Safety Improvements in

Philadelphia - \$3,669,000, MPMS #85415 - \$400,000 UTL/\$3,269,000 CON.

This project implements some of the recommendations of the Olney Avenue Safety Road Audit conducted in April 2008 by DVRPC in conjunction with PennDOT, between Broad Street and Rising Sun Avenue, a distance of 1.55 miles. The benefits of this project includes the minimization of the number of vehicle/pedestrian crashes, and the minimization of the number of vehicular crashes. The improvements may include: 1) conducting traffic signal warrant analyses at select intersections to determine the appropriateness of the existing traffic signals and alternative traffic controls, 2) installing overhead mast-arm traffic signals, 3) installing pedestrian signals and other pedestrian amenities such as crosswalks and signage, 4) replacing/repairing sidewalks, and 5) retrofitting curb ramps to comply with ADA standards. Funds for ADA ramps are included in this project.

- (3) Allegheny Avenue, Ridge Avenue to Aramingo Avenue Safety Improvements in Philadelphia - \$3,328,000, MPMS #85417 - \$300,000 UTL/\$3,028,000 CON.

This project implements some of the recommendations of the Allegheny Avenue Safety Road Audit conducted in June 2007 by DVRPC in conjunction with PennDOT, between Ridge Avenue and Aramingo Avenue, a distance of 5 miles. The benefits of this project includes the minimization of the number of vehicle/pedestrian crashes, and the minimization of the number of vehicular crashes. The improvements may include: 1) conducting traffic signal warrant analyses at select intersection to determine the appropriateness of the existing traffic signals and alternative traffic controls, 2) installing overhead mast-arm traffic signals, 3) installing pedestrian signals and other pedestrian amenities such as crosswalks, signage, and ADA ramps, and 4) installing flashing school and speed limit signs. Funds for ADA ramps are included in this project.

- (4) Erie Avenue, Broad Street to "K" Street Safety Improvements in Philadelphia - \$2,668,000, MPMS #85419 - \$250,000 UTL/\$2,418,000 CON.

This project implements some of the recommendations of the Erie Avenue Safety Road Audit conducted in April 2008 by DVRPC in conjunction with PennDOT, between Broad Street and "K" Street, a distance of 2.5 miles. The benefits of this project includes the minimization of the number of vehicle/pedestrian crashes, and the minimization of the number of vehicular crashes. The improvements include: 1) conducting traffic signal warrant analyses at select intersection to determine the appropriateness of the existing traffic signals and alternative traffic controls, 2) installing overhead mast-arm traffic signals, 3) installing pedestrian signals and other pedestrian amenities such as crosswalks and signage, 4) replacing of sidewalks and curbing, and 5) restriping the roadway. Note \$465,000 for ADA ramps for this corridor are included in a separate PennDOT Maintenance contract.

Discussion: Aissia Richardson noted that while safety is a primary issue, she is concerned as to how roundabouts would affect pedestrians in these areas as well as local businesses. Staff will

follow up to see what recommendations were made in previous road safety audits for these areas. Regarding the Erie Avenue, Broad Street to "K" Street Safety Improvements in Philadelphia project, a response was received after the RCC meeting: DVRPC staff has now carried out several studies, and there is an ongoing TCDI project under contract for this area. In two recent projects dealing with the major intersection of Broad and Erie Avenues, DVRPC reports have recommended a pedestrian scramble at the intersection. The problem with this intersection is not high-speeds, requiring traffic calming through a roundabout. Rather, it is a massive amount of pedestrian activity crossing a five-point intersection to arrive at retail destinations and transit stops at a major transportation hub. To alleviate conflicts between pedestrians and vehicles the two above-mentioned studies determined that a pedestrian scramble is the best intervention. A roundabout, in contrast, would likely create much more difficult pedestrian mobility at this location.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve the list of selected projects for safety improvements to be funded with PA HSIP funds and modify the FY2009 Transportation Improvement Program (TIP) for Pennsylvania by adding the list of recommended projects to the Regional Safety Initiatives Line (MPMS #57927) and draw funds down to individual project MPMS #'s at the appropriate time:

- SR 896 Safety Improvements in London Britian and New London Townships, Chester County - \$3,575,000**
- Olney Avenue, Broad Street to Rising Sun Road Safety Improvements in Philadelphia - \$3,669,000**
- Allegheny Avenue, Ridge Avenue to Aramingo Avenue Safety Improvements in Philadelphia - \$3,328,000**
- Erie Avenue, Broad Street to "K" Street Safety Improvements in Philadelphia- \$2,668,000**

The RCC further recommends that traffic warrant analyses examine these intersections for modern roundabouts.

DVRPC FY 2009 Planning Work Program Amendment: Quakertown Rail Restoration Study, Phase II

This project will carry on the 2007 Quakertown Rail Reactivation Study with Jacobs Engineering as transportation consultant. DVRPC staff will provide overall project management services and also prepare ridership forecasts and FTA user benefit estimates for the new alternatives. The consultant will update the capital improvement and operating cost assumptions and then prepare capital and operating cost estimates for the refined alternatives. The study is intended to refine the alternatives (up to five new alternatives), ridership forecasts, operating and capital cost estimates and FTA summit benefits calculation at a cost of \$239,847, of which is \$90,000 is allocated to DVRPC and \$149,847 to Jacobs Engineering.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the Quakertown Rail Restoration Study, Phase II, and that the study consider a northern terminus at Springtown Road, to create an intermodal link with the Lehigh and Northampton Transportation Authority, thus creating a connection between Allentown and the Delaware Valley. The RCC also requests a presentation of findings by the project manager at the conclusion of the study.

DVRPC FY 2009 Planning Work Program Amendment: US 422 River Crossing Complex Traffic Study, Supplement 1

PennDOT is evaluating additional alternatives for the US 422 Schuylkill River bridge and its adjacent interchanges in Montgomery and Chester counties. These alternatives are intended to reduce the cost of implementing the project and also meet the transportation needs of the region. In addition, Lower Providence Township is preparing a Point of Access study for a new interchange at US 422 and Pawlings Road, within the PennDOT study area. This project will provide traffic data and forecasts that are needed to evaluate the benefits and impacts of the various alternatives that are proposed for US 422 and its interchanges.

Discussion: Tom Cooper noted that this study does not go far enough, and that a rail component for the Schuylkill River corridor should be added. Warren Strumpfer stated that he would convey this concern to the Board.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the US 422 River Crossing Complex Traffic Study, Supplement 1.

DVRPC FY09 and FY 2010 Work Program Amendment: Planning and Designing a Local Food Economy Grant Program

The William Penn Foundation has awarded DVRPC \$1,375,000 to research, design, and administer a grant and technical assistance program, at their request, that would offer grants to values-driven businesses and non-profits that support Greater Philadelphia's emerging Local Food Economy. The grant program would promote innovation and leadership in the region's urban agriculture and local food sectors.

DVRPC will work closely with a small advisory committee, including representatives from the William Penn Foundation, Philadelphia Mayor's Office of Sustainability, The City of Philadelphia's Commerce Department, and others to be determined, to create the grant program. The work would commence on March 27, 2009 and officially conclude on April 1, 2011.

Discussion: Aissia Richardson noted that Econsult recently completed a study on commercial corridors and recommended that this report be taken into account when reviewing grants

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the Planning and Designing a Local Food Economy Grant Program.

FY 2010 PennDOT Transportation Management Assistance (TMA) 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.

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. Draft work programs for each applicant were released for comment in February. Comments received by the closing date of February 20 were incorporated and the final documents are now ready for approval.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve and forward to PennDOT for their approval the FY 2010 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 2010 Mobility Alternatives Program (MAP) 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 employers' 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 contractors' 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 and forward to PennDOT for their approval the FY 2010 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).

Approval of FY 2010 Pennsylvania Job Access and Reverse Commute and New Freedom Grant Program - Project Priorities and TIP Commitment

Joseph Hacker, DVRPC Manager, Office of Transit, Pedestrian and Bicycle Planning, reported that under SAFETEA-LU regulations, the Job Access and Reverse Commute (JARC), New Freedom (NF), grant programs are now components of a Coordinated Human Services Transportation Planning (CHSTP) process. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the Governor's designated recipient for both the JARC and New Freedom programs. Local non profit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. SEPTA works with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs) to conduct a "fair and equitable" selection process consistent with the adopted regional Coordinated Human Services Transportation Plan. This includes plan updates, outreach, ranking and recommendation of project applicants, and adding projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

Ranking criteria include objectives from the PA state application and regional priorities including the continuation of successful projects, additional external funding, and the cost per rider. The selected projects are listed in ranked order to accommodate changes in funding levels, and include a project qualifying in the "small-urban" category (to be forwarded directly to PennDOT for funding consideration). A change this year is the use of a uniform state-wide application for

Pennsylvania Department of Transportation (PennDOT) matching funds.

The JARC 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 FY10 JARC program, which is now allocated based on a federal formula, provides \$2,959,000 of FTA funds. PennDOT is providing overmatch funds of \$4,800,000 for a total southeastern Pennsylvania program of \$7,759,000.

The New Freedom (NF) grant program is intended to provide transportation services for people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA). Fiscal Year 2010 FTA New Freedom funds for the five-county Pennsylvania region total \$1,082,000 with PennDOT providing matching funds of \$270,000 for a regional total of \$1,352,000.

Following project solicitation in November/December 2008, DVRPC received 39 JARC and 8 new Freedom sub-recipient applications. 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 met on February 20th, and recommend 31 JARC, 1 JARC small urban application, and 7 New Freedom applications to be forwarded to PennDOT. The Committee recommends that the selected projects (a list that was distributed in the mailed February RCC packet) be funded for fiscal year 2010.

Discussion: The selection criteria will be supplied to the RCC, as well as a map of services. It was noted that under JARC, only existing projects were selected; the priority has been to retain existing successful projects. Warren Strumpher noted that he was impressed with the sustainability and the evidence of unmet needs. Rich Bickel, DVRPC Director of Planning, thanked Jim Richardson for all of his work as RCC representative to the PA subcommittee.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve: (1) the ranked project recommendations for JARC Urban applications and the Small-Urban application, and New Freedom funding; (2) approve modification of the TIP, JARC program (MPMS # is 60629) to adjust the funding from \$7,225,682 to \$7,759,000 (\$2,959,000 JARC/\$4,800,000 state funds) in FY2010; (3) approve amendment of the TIP to add the New Freedom program (MPMS to be determined) for \$1.352 million (\$1,082,000 New Freedom/\$270,000 State match) in FY 2010; (4) SEPTA administrative expenses of \$25,000 for the New Freedom program, to be drawn from SEPTA's Station Improvement project; and (5) should additional funding become available, every effort will be made to fund additional JARC projects.

Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment, stormwater management, and brownfield assessment and remediation projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. Due to the

federal stimulus package (PENNVEST had solicited projects in anticipation of the ARRA) and the H2O PA Act (enacted in July 2008, the Act provides grants for similar type projects, but requires a 50% cash match, which can be from PENNVEST), PENNVEST has forwarded 22 applications to DVRPC for review for consistency with regional and county plans.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve authorization for the PENNVEST applications, with the exception of Pennsylvania American Water Company's Coatesville Wastewater Treatment Plant Phase 2 project application in Chester County. The RCC concurs with the staff assessment that this application is inconsistent with DVRPC's Long-Range Plan.

STAFF PRESENTATION: TAMING TRAFFIC: CONTEXT SENSITIVE SOLUTIONS:

Gregory Heller, DVRPC Planning Design Analyst, presented an overview of context-sensitive solutions as well as case studies of two corridors in the DVRPC region. Context-sensitive solutions (CSS) is a transportation planning strategy that looks "beyond the pavement" to balance the needs of all modes of travel. Elements in the CSS toolkit include place-making elements, traffic calming, pedestrian and bicycle amenities, transit accessibility and smart-growth development and is appropriate for a variety of road situations.

The first case study presented was Bethlehem Pike in Springfield and Whitemarsh townships in Montgomery County, PA. Bethlehem Pike is a commercial corridor with many curb cuts and some pedestrian activities. Recommendations for the corridor include installing place-making banners, improving the visibility of crosswalks, dedicated turning lanes, reducing through traffic lanes and utilizing existing through lanes as shoulders, and installing curb extensions to shorten pedestrian crossings.

The second case study was East Atlantic Avenue, which travels through Audubon, Haddon Heights, Barrington and Lawnside Boroughs in Camden County, New Jersey. This area also contained commercial uses and higher pedestrian activity, including student traffic from a nearby school. Recommendations for this corridor includes installing curb extensions to channelize vehicles and calm traffic, improve crosswalk treatments, adding "yield to pedestrians" signage and new striping. There is also a wide rail right-of-way adjacent to the corridor that could be utilized as a multi-use trail for bicycles and pedestrians.

Discussion: Ajay Creshkoff noted that it is important to address the needs of the area's aging population.

INFORMATION ITEM: CONGESTION MANAGEMENT PROCESS: DEVELOPING SUPPLEMENTAL STRATEGIES:

Sean Greene, DVRPC Senior Transportation Planner, presented an overview of the Congestion Management Process (CMP) as well as recent highlights. The CMP is a systematic process for managing congestion and making efficient and effective use of transportation facilities, and where possible, reduce congestion by means other than adding SOV capacity. The CMP means that if a highway project is going to add new lanes, new intersections or interchanges, then multi-modal, supplemental strategies that prolong the useful life of the capacity must be

investigated and included in the project. These strategies improve operations and offer alternatives to driving. The CMP manual includes 100 supplemental strategies to improve operations and multi-modal travel and examples include sidewalks, safer transit stops, pedestrian signals and more.

A stakeholder group, comprising of local, state and federal agencies, as well as other interested parties, convenes to identify supplemental strategies appropriate to the scope of the capacity-adding project, identifies who is responsible for strategy implementation. If supplemental projects become infeasible or the parent project scope changes, then supplemental projects are changed accordingly.

Mr. Greene presented a case study of the Lafayette Street extension in Norristown, PA which currently has a planned expansion from 2 lanes to 4 lanes, a proposed interchange with the Dannenhower Bridge, as well as an extension past Ford Street to connect to the Pennsylvania Turnpike. In 2007, the Montgomery County Planning Commission convened a stakeholder meeting, which included FHWA, PennDOT, DVRPC, SEPTA and Greater Valley Forge TMA, as well as the Boro of Norristown and Plymouth Township. The group reviewed the project concept and identified potential supplemental strategies for the project, which includes widening sidewalks, enhancing the Schuylkill River Trail, investigating a SEPTA route along Lafayette Street, enhanced lighting and landscaping on the corridor and improving parking at the Norristown Regional Transit Center. As the project enters final design, DVRPC will track the supplemental strategy commitments and if the project does not have the adopted commitments, the project will not receive construction funding through the Transportation Improvement Program (TIP).

INFORMATION ITEM: UPDATE ON ISSUES AFFECTING TRANSPORTATION CONFORMITY IN THE DVRPC REGION:

Sean Greene, DVRPC Senior Transportation Planner, provided an overview of transportation conformity, as well as recent updates on issues affecting transportation conformity. As an introduction, Mr. Greene noted that the federal Clean Air Act was the legislation that set health-based air quality standards for six criteria pollutants and established a process for determining areas that do not meet air quality standards and what those areas need to do to attain the standards.

The Clean Air Act also requires that states with nonattainment areas develop State Implementation Plans (SIPs) to show how those areas will reach attainment. SIPs cover all types of emissions for the criteria pollutant of concern, including point, area, off-road mobile and on-road mobile sources. SIPs then establish emissions budgets for each of these sources. Transportation conformity is conducted either by the Metropolitan Planning Organization (MPO) or the state Department of Transportation (DOT). Transportation Conformity focuses exclusively on on-road mobile sources— public transportation, cars and trucks. Conformity is the link between the SIP and the Transportation Improvement Program (TIP) and the Long-Range Plan. The process illustrates that transportation projects will not make air quality worse or inhibit the region's progress towards attainment.

The DVRPC region is non-attainment for two criteria pollutants: Ozone and PM_{2.5} (particulate matter). Currently, air quality monitors indicate that it is unlikely that the DVRPC region will meet the Ozone attainment date in 2010. In this case, states have the option to be "re-classified" as

having a worse air quality problem than first designated. This would place more stringent emissions requirements in the SIPs. The DVRPC region would be reclassified from moderate to serious non-attainment and this would, in turn, extend the attainment date to 2013. The EPA was moving in that direction when the Obama administration placed a hold on all new air quality regulations and findings until the mandates could be reviewed.

Another emerging issue is that a new Ozone standard was adopted in 2008. The steps to implement this new standard is that EPA designates non-attainment areas and then issues interim conformity guidance to use until states develop SIPs. When SIPs are created, they are submitted to the EPA. Attainment date for the new standard is 2016-2019, depending on the severity of the problem. However, EPA has not yet designated the new non-attainment areas as effectively, so the region is still operating under the old standard.

Regarding PM_{2.5}, states are behind in submitting PM_{2.5} SIPs because of recent court battles regarding Clean Air Act legislation. DVRPC is still using the interim conformity test established by EPA. Several new standards have been introduced, but they too are on hold pending further review by the new administration.

In conclusion, Mr. Greene noted that air quality regulations are complex and may take years to implement and that DVRPC is required to work under the most recent EPA guidance to show compliance with state and federal air quality regulations, and that following this proscribed process is critical to allowing the TIP and the long-range plan to proceed. However, finishing on a high note, Mr. Greene highlighted that air quality is getting better in the region— mean peak ozone levels are dropping despite warmer, drier summers and many counties are already meeting their PM_{2.5} standard.

Discussion: Ernest Cohen asked where have the greatest improvements been made? Mr. Greene replied that most of the greatest gains are technology driven, e.g., cars and trucks are getting a lot cleaner, and other changes such as the change from leaded gasoline to unleaded gasoline. Mr. Strumpfer noted that this is an important issue, for the health of future generations.

OTHER BUSINESS:

ACTION TAKEN BY COMMITTEE:

Whereas DVRPC appears implicitly supportive of the necessity for the measurement of financial performance with regard to programs, projects and other activities with which it is associates, it appears that political considerations stand in the way of attempts at performance measurement of outcomes in quantitative/qualitative terms.

As public-minded citizens, members of the Regional Citizens Committee of the DVRPC, we declare our politicians and government employees must be held accountable for performance measurement, both financial and in terms of measurable outcomes, at all levels, federal (including the DVRPC), state and local.

We recognize that as a society, Americans and citizens of diverse communities, increasingly interconnected at home and in a fragile world, we have been less

than successful in shaping and trying to balance out a vision of ourselves, let alone others.

Nevertheless, we must continue to aspire in this direction and hold people and organizations accountable, and remain vigilant to ensure, as much as possible, the wise and prudent use of our limited resources, financial, organizational, physical and environmental; accountable, in every sense of the word, for the performance and outcomes of our investments.

There was discussion related to the additional action accepted by the RCC. Many members agreed that this is a statement of principle, and that the RCC would need to work on how to be more effective in advocating for this. Other members voiced a desire to meet with DVRPC Executive Director Barry Seymour, and Ajay Creshkoff noted that he would welcome Board reaction and encourage all parties to work together. Transparency and accountability are always critical, as well as information dissemination. Ernest Cohen noted that project evaluation should be a critical part of the process.

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.