

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
APRIL 14, 2009**

Present: Warren Strumpfer (Chair); Ernest Cohen, Toviah Botwinick, Robert Machler, John Pawson, Larry Menkes, William Faltermayer, Ajay Creshkoff, Jim Richardson, Jeannine Missaoui, Lorraine Brill, Aissia Richardson, Catherine Zukoski, Juanita B. Lewis Hatton, Larry Shaeffer, Tom Cooper, John Burkhardt, Bob Campbell, Ray Rauanheimo, Kathryn Garza, Roy Jones, Kamil Siddiqi (citizens); Mark Lombard and Danielle Shellenberger, PennDOT, Britta Stein, FHWA (guests); Jane Meconi, Candace Snyder, Mary Bell, Roger Moog, Jean McKinney (staff).

APPROVAL OF MINUTES:

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

CHAIRMAN'S REPORT:

Mr. Strumpfer highlighted an e-mail he recently sent to the RCC listserv regarding RCC policy, RCC meeting time constraints, general meeting etiquette, and reiterated the request to keep sidebar conversations to a minimum. He also reminded members that if they are interested in discussing Board Action items in a more in-depth manner, to please attend the 10 AM Action Task Force meeting. There was also general discussion regarding RCC subcommittee formation. In addition, it may be beneficial, particularly for new members, to have a DVRPC orientation to discuss charter, guidelines, constraints etc. of the organization.

At last month's Board meeting, Mr. Strumpfer noted that there was a response regarding the PA safety initiatives action item, in that roundabouts were not appropriate for several of the named locations. He also noted that road safety audits had been conducted at all these sites, and that these studies are valuable in investigating safety issues and recommending a variety of appropriate safety interventions. He will also follow up with SEPTA regarding the RCC recommendation regarding the Quakertown rail study. Mr. Strumpfer presented the RCC's resolution regarding accountability and performance measures. Barry Seymour, DVRPC Executive Director, responded that a meeting can be set up in the near future to discuss this topic.

Mr. Strumpfer also presented an issue regarding the need for an increased coordination regarding between JARC and the United We Ride program in New Jersey.

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: the New Jersey Roads Feasibility Study and an update of the DVRPC Incident Management Task Force. Mr. Richardson also noted to the RTC of the RCC desire to be better educated on a variety of issues to serve as more informed advocates.

REPORTS FROM OTHER COMMITTEES:

Warren Strumpfer reported that he attended a recent Regional Transit Advisory Committee (RTAC) meeting. A method and criteria for transit project selection for the DVRPC long-range plan were presented. Mr. Strumpfer also noted some transit-related work program projects that were discussed, such as defining commuter rail sheds for regional rail lines, the Chester riverfront train station, and a Camden County bus study.

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.

NJ09-20: Pedestrian and Bicycle Facilities and Street Lighting in Haddon Heights, (MPMS #TBD) Camden County

The Borough of Haddon Heights has requested that DVRPC amend the FY2009-2012 TIP for New Jersey by adding a new DEMO project to the TIP, Pedestrian and Bicycle Facilities and Street Lighting in Haddon Heights, (MPMS #TBD), and programming final design (\$25,000 DEMO) and construction (\$238,766 DEMO) in FY09. The funding for this project will be provided by a \$263,766 SAFETEA-LU Earmark (NJ ID# 174, FED ID# 1386).

The project will include the construction of sidewalks, curbs, handicapped ramps, crosswalks, decorative benches, street trees, and decorative light poles and fixtures at the following six locations: East Atlantic Avenue from Garden Street to High Street; East Atlantic Avenue at Stanfill Towers Senior Apartments; East Atlantic Avenue at Green Street; West Atlantic Avenue from High Street to the Water Company property; West Atlantic Avenue from Lippincott Lane to the South end of the Sports Complex; Lippincott Lane from 7th Avenue to West Atlantic Avenue. The project will also include bike racks. The completion of this project would provide for the connection of the Station Avenue business district with the newly completed Kings Run Age Restricted Housing Project located on East Atlantic Avenue at High Street. This project would also provide for safe pedestrian access to and from the West Atlantic Avenue Sports Field located at the border of Barrington, which currently has no sidewalks.

Discussion: There was discussion regarding the earmark status of this project and RCC member’s general disapproval of DEMO funding.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action NJ09-20, the Borough of Haddon Heights’s request to amend the FY2009-2012 TIP for New Jersey by adding a new DEMO project to the TIP, Pedestrian and Bicycle Facilities and Street Lighting in Haddon Heights, (MPMS #TBD), and programming final design (\$25,000 DEMO) and construction (\$238,766 DEMO) in FY09. The RCC further recommends that the Borough of Haddon Heights implement the bicycle and traffic calming elements referenced in the DVRPC *Taming Traffic: Context Sensitive Solutions* study.

PA09-31: Capital Assistance for Purchase of Accessible Small Transit Vehicles Section

5310 Program (MPMS #82860), PennDOT's Bureau of Public Transportation

PennDOT's Bureau of Public Transportation has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project to the TIP, Capital Assistance for Purchase of Accessible Small Transit Vehicles Section 5310 Program (MPMS #82860), by programming \$2,863,600 (\$2,290,880 FTA -5310/\$572,720 Local Match) in FY09 for the purchase of 46 vehicles and three radios for 13 agencies in the DVRPC region.

The Section 5310 program is intended to support the provision of transportation services for elderly persons and persons with disabilities who cannot be reasonably accommodated by conventional public transportation services. The program provides an opportunity for private non profit organizations and designated public agencies to apply for State-administered Federal capital assistance to pay 80% of the purchase costs of new wheel chair accessible vehicles and other related transportation equipment. The remaining 20% must be provided by the applicant.

The 13 agencies receiving funds are:

Bucks County

Bucks County Transport, Inc - funds to be used for the purchase of 8 wheelchair accessible vehicles - \$544,000 (\$435,200 FTA -5310/\$108,800 Local Match)

Saint Mary Medical Center - funds to be used for the purchase of 4 wheelchair accessible vehicles - \$290,000 (\$232,000 FTA-5310/\$58,000 Local Match)

Woods Services Foundation - funds to be used for the purchase of 3 wheelchair accessible vehicles and 3 radios - \$182,600 (\$146,080 FTA-5310/\$36,520 Local Match)

Chester County

County of Chester - funds to be used for the purchase of 8 wheelchair accessible vehicles -\$528,000 (\$422,400 FTA-5310/\$105,600 Local Match)

Human Services, Inc. - funds to be used for the purchase of 4 wheelchair accessible vehicles -\$262,000 (\$209,600 FTA-5310/\$52,400 Local Match)

Delaware County

Children and Adult Disability and Educational Services - funds to be used for the purchase of two wheelchair accessible vehicles - \$120,000 (\$96,000 FTA-5310/\$24,000 Local Match)

Community Transit of Delaware County, Inc. - funds to be used for the purchase of three wheelchair accessible vehicles - \$180,000 (\$144,000 FTA-5310/\$36,000 Local Match)

Elwyn - funds to be used for the purchase of two wheelchair accessible vehicles- \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match)

Montgomery County

Suburban Transit Network, Inc - funds to be used for the purchase of six wheelchair accessible vehicles - \$360,000 (\$288,000 FTA-5310/\$72,000 Local Match)

Philadelphia

Pauls Run - funds to be used for the purchase of one wheelchair accessible vehicle \$67,000 (\$53,600 FTA-5310/\$13,400 Local Match)

Programs Employing People - funds to be used for the purchase of two wheelchair accessible vehicles - \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match)

The Arc of Philadelphia - funds to be used for the purchase of two wheelchair accessible vehicles - \$90,000 (\$72,000 FTA-5310/\$18,000 Local Match)

The Trustees of the University of Pennsylvania - funds to be used for the purchase of one wheelchair accessible vehicle - \$60,000 (\$48,000 FTA-5310/\$12,000 Local Match)

Discussion: A response was received after the RCC meeting regarding use of alternative vehicles: the 5310 Project Manager at PennDOT's Bureau of Public Transportation noted that there are provisions in the 5310 Program for the purchase of alternative fuel vehicles (specifically hybrids and compressed natural gas), but that none of the agencies opted to select alternative vehicles this year.

ACTION TAKEN BY COMMITTEE:

The RCC voted to take no action on TIP PA09-31 because of strong concerns regarding the lack of consideration of alternative fuel vehicles, disparity in vehicle cost, and the possible duplication of services with other transportation providers.

PA09-32a: US 202 Parkway, Pickertown Road to PA 611 (Section 721) (MPMS #47395), Bucks County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming an additional \$37.27 million for the construction phase of, US 202 Parkway, Pickertown Road to PA 611 (Section 721) (MPMS #47395) in FY09 (\$4,805,000 State), FY10 (\$4,120,000 State), FY11 (\$11,972,000 State), and FY12 (\$16,374,000 State). The additional increase is needed to meet the latest construction cost estimate, construction inspection, and construction consultation services. A portion of the construction phase was expected to be obligated in the FY07 TIP, but the obligation never took place due to delays in obtaining permits and right of way clearances.

The previous construction estimate of \$45 million was updated and found to be inaccurate due to underestimated mobilization, landscaping, stormwater basins, pavement and drainage items. In addition, elements of this project including sign structures, signal quantities and increase in material costs were not included in the construction estimate.

This project will provide for one of the portions of the Section 700 Route 202 relocation as part of the Parkway concept. The project will include the construction of approximately 3.36 miles of two lane roadway on new alignment, reconstruction and widening of Bristol Road, Lower State

Road, and Almshouse Road. The project will also include two single span arches over tributaries to Neshaminy Creek, a four span bridge over Neshaminy Creek, a single span bridge over New Britian Road, retaining walls, stormwater management basins and management facilities, traffic signals, drainage improvements, concrete curbs, sidewalks, pavement markings, signing, lightning, landscape plantings. This project is expected to go out to bid in May, 2009.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board NOT approve TIP Action PA09-32a. The RCC has consistently not approved funding the 700 section of Route 202 because of new SOV (single occupancy vehicle) capacity increase.

PA09-32b: US 202 Parkway, PA 463 to Pickertown Road (Section 711) (MPMS #47396), Bucks County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming an additional \$6.5 million for the construction phase of, US 202 Parkway, PA 463 to Pickertown Road (Section 711) (MPMS #47396) in FY09 (\$3,266,000 State) and FY11 (\$3,278,000 State). The additional increase is needed to meet the latest construction cost estimate, construction inspection, and construction consultation services.

This project includes the construction of approx. 3.26 miles of two lane roadway, reconstruction and widening of PA 152, overlay and widening of Upper State Road, reconstruction of Pickertown Road, single span bridges over tributaries to the Little Neshaminy Creek, a single span arch over cemetery access, a single span bridge over Mill Creek, and a single span bridge carrying Pickertown Road over the parkway, retaining walls, stormwater management basins and management facilities, traffic signals, drainage improvements, utility installation/relocation, concrete curbs, sidewalks, pavement markings, signing, lighting, and landscape plantings. This project is expected to go out to bid in May.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board NOT approve TIP Action PA09-32b. The RCC has consistently not approved funding the 700 section of Rt. 202 because of new SOV (single occupancy vehicle) capacity increase.

PA09-33: US 202, 5-Points Intersection (Section 71A) (MPMS #63493), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$3,822,000 State) to later fiscal years, therefore, technically deleting the project, US 202, 5-Points Intersection (Section 71A) (MPMS #63493) from the four year FY2009 TIP.

This project is related to sections 711 and 721 of US Route 202 and as their delivery has been somewhat delayed, the estimated construction of this project is also somewhat delayed, and is expected to advance in FY2013, and will not be dropped. It involves modifications to the intersection of Doylestown Road, Bethlehem Pike, and Cowpath Road in Montgomery Township. Improvements to the intersection will include the installation of additional thru lanes

and minor widening on several legs, as well as the retiming of the existing traffic signal. Other improvements will include modifications to the existing drainage system, replacing the existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-33, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$3,822,000 State) to later fiscal years, therefore, technically deleting the project, US 202, 5-Points Intersection (Section 71A) (MPMS #63493), from the TIP.

PA09-35: Swamp Road Corridor Improvement, Route 413 to Rushland Road (MPMS #64780), Bucks County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by removing the FY11 utility phase (\$1.6 million STP/\$400,000 State) and the FY11 right-of-way phase (ROW) (\$4.560 million STP/\$1.140 million state) from the Swamp Road Corridor Improvement project (MPMS #64780), thereby deleting the project due to significant downsizing, and advancing minor improvements through a PennDOT Maintenance Contract. The later fiscal year construction funding (\$16.720 million STU/\$4.180 million state) will also be removed.

Currently, the project description shows minor roadway widening, horizontal and vertical curve realignment, shoulder rehabilitation, replacement of the culvert on Swamp Road at Penns Woods Road, and associated drainage improvements.

While local stakeholders from the Swamp Road residents group still wish to see improvements in the area, they have not been in support of the major reconstruction project that would have required additional right-of-way and realigning the roadway to eliminate the curves. PennDOT has worked with the residents group to prepare a signage program to address the slope, curve, and potential slippery conditions of the corridor for travelers. The signage program is currently under review with PennDOT's Traffic Unit, and will be advanced as a PennDOT maintenance contract, hence the removal of funding for the TIP. The culvert at Penns Woods Road which falls within the corridor will be replaced as part of MPMS #64781 and will be widened to appropriate standards and will include shoulders.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-35, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by removing the FY11 utility phase (\$1.6 million STP/\$400,000 State) and the FY11 ROW phase (\$4.560 million STP/\$1.140 million state) from the Swamp Road Corridor Improvement project (MPMS #64780) , thereby deleting the project due to significant downsizing, and advancing minor improvements through a PennDOT Maintenance Contract..

PA09-36: PA 309 Connector Project - Phase I (MPMS# 16438), Montgomery County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of the PA 309 Connector Project - Phase I (MPMS# 16438), by \$5.550 million in FY09 (\$4,440,000 STU/\$1,110,000 State). This increase is due to escalation costs caused by delays in letting the project, an increase in the pavement thickness, additional excavation costs to address resource agency concerns related to permits, and changes in various design aspects of the project.

This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the Pennsylvania Turnpike Lansdale Interchange and will proceed in two phases. The overall goal of the project is to provide a two lane roadway connection by upgrading two existing two lane roads (Wambold Road and Township Line Road) and connecting them with a two lane roadway approximately one mile in length. Phase 1 includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Discussion: There was discussion among members regarding not approving funding for a project that is already under construction.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board NOT approve PA09-36, as this project is an unwarranted capacity-adding SOV (single occupancy vehicle) project.

PA09-37: Regional Rail Signal Modernization Program - (MPMS #60255), SEPTA

SEPTA has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by increasing the scope of the Regional Rail Signal Modernization Program (MPMS #60255) to include \$41.024 million for the Positive Train Control System. The \$41 million has been made available due to the American Recovery and Reinvestment Act of 2009 funds that were added to other existing SEPTA projects which could advance more quickly than were programmed in the TIP, thereby freeing up regular FTA formula funds for another use.

The Signal Modernization program currently programs \$37.7 million for the Automatic Train Control System (ACT). A Positive Train Control (PTC) System will be superimposed atop the Automatic Train Control (ATC) on all SEPTA Regional Rail lines. Working in unison, these two systems will provide the functionality the "Rail Safety Improvement Act of 2008" has mandated to be operational by December 31, 2015.

This Act requires that operators who regularly schedule intercity or commuter rail passenger transportation submit a plan to the Secretary of Transportation for the implementation of a positive train control system. The PTC will enhance the ATC System by providing the ability to enforce a stop, enforce civil speed restrictions and enforce temporary speed restrictions through

a network of transponders, while maintaining the continuous track monitoring advantages of the ATC. The installation of this system will ensure complete interoperability with Amtrak and the various freight carriers that operate over the Northeast Corridor. SEPTA anticipates spending a total of \$93.5 million on the PTC system over the next 6 years; \$41.024 programmed in FY10, FY11, and FY12 and the \$52.526 balance during FY's 2013, 2014, and 2015 (LFY's).

Discussion: RCC members have requested a presentation from SEPTA regarding Positive Train Control. DVRPC staff will schedule the presentation for an upcoming RCC meeting.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-37, SEPTA's request to amend the FY2009-2012 TIP for Pennsylvania by changing the scope of the Regional Rail Signal Modernization Program (MPMS #60255) to include \$41.024 million for the Positive Train Control System: FY10 (\$11.2 million 5309/\$5.018 million State/\$559,000 Local), FY11 (\$8 million 5309/\$7.297 million State/\$527,000 Local), FY12 (\$5.2 million 5309/\$2.942 state/\$281,000 Local).

Historic Wayne Station Renovation, Delaware County

SEPTA has Federal Transit Administration Transportation Enhancement (TE) funds that they must obligate within this federal fiscal year. The TE funds (\$1,749,489) are from the FY 2007 and 2008 FTA funding distribution. Typically, SEPTA participates in the competitive DVRPC Transportation Enhancement program, but there has not been a competitive selection round since 2005/2006 and SEPTA's 2007 and 2008 FTA funds are in jeopardy of lapsing. SEPTA requests that the available funding be used for rehabilitation of SEPTA's Wayne Station which was selected as a TE project several years ago (\$312,391 total), and added to ongoing work at that location. Improvements include the inbound/outbound canopies, building, installation of way finding and station identification signage and graphics, construction of new high level platforms and shelters, site drainage, and retaining walls.

Discussion: There was a question regarding why additional funding was required. In response, the project is moving ahead of schedule, and SEPTA wanted to utilize TE funding to help their cash flow. It was also noted that there is currently a commercial tenant in the station.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve SEPTA FY2007 and FY2008 transit TE funds for the Historic Wayne Station project (MPMS #60619) and amend the FY 2009 Transportation Improvement Program for PA (TIP Action PA09-38) by programming \$1,749,489 in FY09.

Tidal Schuylkill Greenway Project, Philadelphia

The Schuylkill River Development Corporation is requesting that the \$1 million in TE funding be transferred from the Grays Ferry Avenue Streetscape Project MPMS #77451 to the Tidal Schuylkill Greenway Project. This would effectively delete the Grays Ferry Streetscape project from the Transportation Enhancements Program and the FY09 TIP for Pennsylvania. Due to some design requirements, the Grays Ferry project will not be able to advance.

The Tidal Schuylkill Greenway Project will connect to the current Schuylkill River Trail and extend south along the Schuylkill River from Locust Street to the South Street Bridge. This project was originally funded through the DVRPC Competitive CMAQ program with \$400,000 for right-of-way (ROW) acquisition. The amount of ROW funding is not currently needed and a portion of the funding will be transferred to the final design (FD) phase instead. Close to \$5 million in local funding, the \$1 million in Transportation Enhancement (TE) funding from the Grays Ferry Streetscape project, and approximately \$1 million in DEMO funding is also being added to the Tidal Schuylkill Trail/Greenway project in order to fully fund every phase of the project.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve dropping the Grays Ferry Streetscape TE project and shifting the \$1 million TE funding made available for that project to the Tidal Schuylkill Trail/Greenway Project, and amend the FY2009 TIP for PA by dropping the Grays Ferry Streetscape project (TIP Action PA09-39). Also approve further funding changes to the Tidal Schuylkill Trail/Greenway Project by shifting \$320,000 in CMAQ funding from the ROW phase to the FD phase, adding local funding in the amount of \$4,854,000 and DEMO funding in the amount of \$1,024,000 for construction.

Authorization to Open a Public Comment Period for the Draft *Connections 2035 Long-Range Plan (LRP)*; the Draft FY 2010-2013 New Jersey Transportation Improvement Program (TIP); and the Draft Conformity Finding of the FY 2009 Pennsylvania TIP, FY 2010 New Jersey TIP, and the *Connections 2035 LRP*

Federal law and planning regulations require the development of a Metropolitan Long Range Transportation Plan (Plan) and a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the Plan and TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public.

Every year DVRPC develops a TIP for the New Jersey portion of the region (the combined New Jersey and Pennsylvania TIP process occurs every other year). Work began in September 2008 on the development of the FY 2010-2013 TIP for New Jersey. The New Jersey Subcommittee of the RTC, under the direction of the DVRPC staff, has been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice and including outreach through DVRPC's *NJ Problem Identification and Prioritization* project to gather input for the Study and Development Program.

DVRPC needs to adopt the FY 2010 TIP no later than the July Board meeting so that the state can submit their 2010 Statewide Transportation Improvement Programs (STIPs) to the federal agencies for review and approval before the end of the federal fiscal year.

DVRPC has also worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP and the Plan on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of

the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the Plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

The Draft *Connections 2035* Long-Range Plan; the Draft FY 2010 New Jersey TIP; and the draft conformity documents will be available for public review by Wednesday, May 20, 2009. Staff will review and respond to the comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final *Connections 2035* revisions, FY 2010 New Jersey TIP and the conformity findings in July, 2009.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft *Connections 2035* Long Range Plan, the Draft FY 2010-2013 New Jersey TIP, and the Draft Conformity Determination of the FY 2009 PA TIP, FY 2010 NJ TIP, and the *Connections 2035* Long Range Plan; to issue proper public notifications; to publish the draft documents of the *Connections 2035* Plan, FY 2010 New Jersey TIP and conformity findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

Approval to Forward Correspondence Regarding Aviation Reauthorization from the DVRPC Regional Aviation Committee (RAC) to the Regional Congressional Delegation

Federal support for airport facilities and FAA services, such as air traffic control and other safety functions, are funded from the federal aviation trust fund. Programs and magnitudes of funding are defined by multi year authorization bills and annual appropriations. Federal authorization for aviation ended in FFY 07, and limited funding has been provided since by a continuing resolution of Congress and the Bush and Obama administrations. Draft reauthorization legislation was proposed by the House, Senate, and Administration in FY 08, but died in Congress when it adjourned in December 08. The DVRPC’s RAC provided input to legislators by letter on May 2, 2008 regarding the initial legislation. Subsequently, additional issues have been raised by the regional aviation community and the RAC has drafted a second communication to legislators regarding the re-introduced Reauthorization bills now before Congress.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve and direct staff to forward correspondence to the regional congressional delegation with recommendations for programmatic features of the Aviation Reauthorization Legislation.

Approval of FY 2010 Project Selections and TIP Commitment for the New Jersey Job Access and Reverse Commute and New Freedom Grant Programs

Under SAFETEA-LU requirements, the Job Access and Reverse Commute (JARC) and New Freedom (NF) grant programs are now components of a Coordinated Human Services Transportation Planning (CHSTP) process. NJ Transit is the Governor's designated recipient for both the JARC and NF programs. Local non-profit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. NJ Transit 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. New Jersey counties are also required by New Jersey Transit to follow county level coordination plans. Ranking criteria include objectives from the New Jersey state application form, continuation of successful projects, and additional external funding.

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 JARC solicitation was for Round 8 (FFY 2008) and Round 9 (FFY 2009).

The NF grant program is intended to provide transportation services for people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA). The NF solicitation was for FFY 2007 through FFY 2009. Both programs are allocated based on a federal formula with eligibility based on service geography. In the DVRPC area, depending on geography, applicants can potentially draw from: the Philadelphia, Trenton, and New York - Newark Urbanized Areas; the Small Urban Area; and the non-urban area.

Following project solicitation in February 2009, DVRPC received four JARC and four NF applications. Staff forwarded the submissions to the New Jersey selection sub-committee, established by the Board for previous rounds of the JARC program, for their review. The selection sub-committee met on March 20th, and recommend four JARC and four NF applications to be forwarded to New Jersey Transit. Following the sub-committee meeting, a new Freedom application was determined to be not eligible. The Committee recommends that the selected projects be recommended for funding to New Jersey Transit. New Jersey Transit will make final approval of all projects including funding allocations.

The selected projects are listed in ranked order to accommodate changes in funding levels. An internal ranking by each applicant of the specific services requested has also been provided. These projects are described in the two pages of tables and a separate document summarizing each of the applications.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve the project recommendations for the Job Access and Reverse Commute Urban applications and New Freedom funding; approve amending or modifying the TIP as final project allocations are provided by New Jersey Transit; and should additional funding become available, every effort will be made to fund additional projects.

Approval of the Recommended Project Selections for the FY 2009 Efficient Growth for Growing Suburbs (EGGS) Program

The Delaware Valley Regional Planning Commission (DVRPC), in conjunction with the Pennsylvania Department of Transportation (PennDOT), initiated a new grant program in FY 2009 entitled Efficient Growth for Growing Suburbs (EGGS). The EGGS program provides grants to growing suburban communities in the suburbs of southeastern Pennsylvania (Bucks, Chester, Delaware and Montgomery counties) that can assist them to develop growth management and community design activities and that can optimize the efficiency of the existing and planned transportation network through better linkage of land use and transportation planning. PennDOT has provided \$320,000 of funding for the new program, which requires a 20% match by successful applicants.

A total of 112 of the 238 municipalities in the four suburban counties are eligible to apply, in two categories:

1. Municipalities identified as "Growing Suburbs" on the 2030 Planning Areas map of the DVRPC long range plan Destination 2030 (84 communities); and
2. Municipalities identified as "Rural Areas" on the 2030 Planning Areas map that have at least 100 acres of "Future Growth Area" designated on the 2030 Land Use Plan map (28 communities).

For multi-municipal applications, which are encouraged, municipalities contiguous to the municipalities meeting the criteria above are eligible as partners.

EGGS grants support planning, design, preliminary engineering, ordinance writing and feasibility studies that promote growth management, enhance community design, and optimize the efficacy of transportation investments. Examples of eligible activities are access management plans, road network plans that improve connectivity, transit feasibility studies, TDR ordinances, ordinances promoting mixed-use and roadway connectivity and alternative modes of travel to SOV, official maps, transportation demand reduction measures, and effective agricultural zoning.

The EGGS program was announced January 20, 2009 through a mailing of a program guidebook to all of the eligible communities. Two pre-proposal meetings were held in early February in Norristown and West Chester; both were well-attended. Proposals were due March 13, and 16 proposals were received. Eight proposals were from Montgomery County, four from Chester County, two from Bucks County and two from Delaware County. The project applications totaled \$766,619, more than double the \$320,000 available.

The proposals were reviewed and ranked by the Selection Committee, which was composed of representatives from each county planning commission, two representatives from PennDOT, one from the Pennsylvania Department of Community and Economic Development (DCED) and one from DVRPC. The projects were ranked according to the weighted criteria in the EGGS

Guidebook, including: transportation-land use linkage (30%), implementation strategy (20%), project status (15%), multi-municipal projects (10%), projects in Congestion Management Plan (CMP) Corridors that implement suggested strategies in the CMP (10%) and complementary benefits (15%).

The Selection Committee met to discuss the projects on April 2, 2009. Projects were ranked according to their scores, and the committee discussed the merits of each project. County Planning staff often gave additional information about projects with respect to other work being done in an area, a community's goals for projects, and the potential for success with the proposed project. Project cost was also discussed, and in some cases, was adjusted to better reflect the proposed scope of work. Based on merit, eight projects were selected, which are summarized on the Attachment.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve the recommended project selections for the FY 2009 EGGS Program.

SPECIAL PRESENTATION: HIGHWAY TRAFFIC NOISE ABATEMENT:

Mark Lombard and Danielle Shellenberger of PennDOT's Bureau of Design, Environmental Quality Assurance Division, presented to the RCC on noisewalls. This presentation was the result of an RCC request for such a presentation, after several TIP actions regarding noisewalls have recently gone before the DVRPC Board. Mr. Lombard presented an overview of basic noise information, such as decibel levels for various types of transportation uses, and then provided definitions of the two types of noisewall projects. Federal and state-funded Type I projects are those projects that are eligible for noise abatement consideration, and include highways on a new alignment, and changes to existing highways such as the significant alteration of horizontal or vertical alignments, and/or the addition of ramps, travel lanes, truck climbing lanes, HOV lanes etc. He noted that there are Type II projects for noise abatement, which are for existing highways with no improvements warranting noise abatement, but they are not mandated by FHWA and not supported with federal aid. PennDOT does not participate in the federal Type II program. However, there are state-funded Type II projects whose funding stream is legislatively driven.

Mr. Lombard presented the analysis procedure to see if a project is eligible for abatement. To receive abatement, a project must meet a "warranted criteria," a "feasibility criteria" and a "reasonableness criteria." The "warranted criteria" deals specifically with the noise level in relation to affected land uses. Noise monitoring and modeling are used to establish existing noise levels as well as predicting existing and future noise levels. The "feasibility criteria" covers such issues as if the noise barrier can be constructed, if the barrier will impact utilities or drainage or if the noise barrier would cause a safety problem. The "reasonableness criteria" covers issues such as cost effectiveness, and if a noise barrier or an earthen berm would be the most appropriate and cost-effective.

Mr. Lombard also highlighted the public involvement process surrounding noise walls as well as absorptive vs. reflective noise barriers.

Discussion: RCC members asked what types of environmental impacts are part of noise barrier construction. Mr. Lombard replied that environmental impacts and their mitigation are included in environmental impact statements and noted that some impacts may include blocking light on adjacent land uses. There were also questions regarding if earthen barriers are preferred to concrete barriers, and if vegetation on earthen barriers would increase noise abatement. Mr. Lombard replied that there are several criteria as to which barrier is utilized, but he noted that vegetation does not play a role in actual noise abatement, although there is a psychological impact for including vegetation. The primary issue with siting earth berms is the ROW, since earth berms require more space.

STAFF PRESENTATION: THE AGING OF THE REGION'S BABY BOOMERS:

Mary Bell, DVRPC Manager of Demographic Analysis, presented some data related to population by age in the Delaware Valley region, and how the aging Baby Boomer population (those born between approximately 1944-1964) will impact the region socially, physically and economically. Ms. Bell illustrated the distribution of the elderly population in the region, noting that Philadelphia and Montgomery County have the highest population of elderly individuals.

She noted several points for planners and service providers to keep in mind: 1) people over the age of 65 are the fastest growing population cohort– and within that group, the percentage of people over the age of 85 is increasing dramatically; 2) this growth will accelerate as the region's baby boomers begin to turn 65 in 2011; 3) seniors are more likely to live alone than other age cohorts (and with one income and limited support); 4) women generally outlive men and 5) seniors are more likely to have at least one disability. In addition, seniors generally have lower incomes and are more likely to live in poverty.

Ms. Bell noted that most of the region's seniors currently, and will continue to be, homeowners, but that elderly homeowners currently pay more of their income towards housing (particularly for taxes and energy costs) than do younger homeowners, and that those seniors who rent housing pay up to half or more of their income on rent.

There are several types of land uses available for seniors, including assisted living facilities as well as continuing care facilities.. There is also the phenomenon of Naturally Occurring Retirement Communities, which spring up in areas that are usually transit accessible and have a concentration of older adults. Active Adult communities have also been developed around the region. While many areas welcome these developments, since they do not come along with school-aged children, there is an issue that these developments are illegal due to age restriction and fair housing laws.

Many seniors live in the suburbs and will wish to continue to live in the community where they have lived for many years. "Aging in Place" does hold some challenges, particularly in suburban areas. It is very difficult to keep up with maintenance and repair of larger homes on larger single-family lots, there is limited accessibility within the community, limited accessibility within the home and transportation and mobility issues. Recommendations to mitigate these issues include creating "elder friendly" communities– by integrating land uses, expanding and improving transit options, incorporating public parks and open spaces in neighborhoods, and to

make driving safer for older drivers in appropriate locations. Strategies such as encouraging transit oriented design and incorporating universal design standards can also make communities more liveable for seniors. Other economic recommendations can include providing property tax relief for seniors, as well as assisting with rehabilitation of homes and modifying to improve accessibility. Identifying concentrations of elderly and near-elderly can also help target available resources to those locations.

Discussion: RCC members noted that there are a shortage of facilities and resources for older residents, and that poorly weatherized homes and energy costs have a huge impact on elderly households. Aissia Richardson noted that she had heard anecdotal stories regarding migration of boomers. Ajay Creshkoff noted that increased transit would be a benefit for the elderly.

OTHER BUSINESS:

Ajay Creshkoff submitted a proposal for “Accountability for Performance Measurement” (attached). RCC members agreed that additional discussion is needed before discussing the attachment with Barry Seymour, DVRPC Executive Director.

The RCC has also requested a presentation by Leo Bagley or another member of the Montgomery County Planning Commission or SEPTA regarding the R6 Extension Study.

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.

ACCOUNTABILITY FOR PERFORMANCE MEASUREMENT: A PROPOSAL

Ajay Creshkoff
April 14, 2009

1. At the March 17th meeting of the RCC, a resolution was adopted that declared "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." (Meeting Minutes, 3/17/09, p. 13)
2. In the discussion that followed, many RCC members agreed that the resolution was a "statement of principles" and that the RCC would need to work on "how to be more effective in advocating for this." (p. 13)
3. It is proposed that DVRPC should seriously consider, among other actions that may be taken in support of this "statement of principles", the value and practicality of preparing a Protocol or Guidelines to bring to fruition the commitment and more consistent implementation of these principles.
4. Preparation of such guidelines would pose a formidable challenge. Fundamental questions such as what performance is to be measured? How is it to be defined in operational terms? How is accountability to be defined, measured, and evaluated? When considering implementation horizons in which outcomes are measured, what time periods need to be established?
5. Among the terms of reference in preparing the guidelines would be DVRPC short- and long-term goals, policies, priorities, and criteria or standards for measuring, in quantitative and/or qualitative terms, short- and long-term outcomes.
6. The "beneficiaries" of federal government financial support administered by DVRP are unlikely to welcome this approach to performance measurement and accountability, or only give lip service to the idea. Responding to local political pressures, they doubtlessly are likely to continue to approve plans, programs, and projects or take other actions that ignore or are inconsistent with the intent of the DVRPC guidelines.
7. "Nevertheless," as stated in the March 17th resolution, "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." (p. 13)
8. Should this proposal be recommended by the RCC and the DVRPC Board, it is recommended that DVRPC establish a Task Force to plan how best to go about its implementation in feasible, incremental terms.