

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

Present: Warren Strumpfer (Chair); Aissia Richardson, Bill Marston, John Burkhardt, Larry Menkes, Cheryl Tumola, Jeannine Missaoui, Dennis Winters, Andy Sharpe, Bill Faltermayer, Kamil Siddiqi, Ernest Cohen, Elaine Cohen, John Pawson, Lorraine Brill, Ajay Creshkoff, Sue Herman, Catherine Zukoski, Eugene Cipriani, Jim Richardson, Roy Jones, Ray Rauanheimo, Pat Mulligan, Sue Herman, Khadijah Jones, Christopher Zelov (citizens); Saiful Alam, John Hainsworth (guests); Jane Meconi, Candace Snyder, Elise Turner, Gastonia Anderson, Mike Boyer (staff).

APPROVAL OF MINUTES:

Some corrections to the June 16, 2009 RCC minutes were noted:

P. 1: Mr. Strumpfer wished to clarify that he inquired at the June RTC meeting as to whether a Bus Rapid Transit route would be considered across the Ben Franklin Bridge.

P. 14: Jeannine Missaoui, not Ajay Creshkoff, recommended checking the City of Philadelphia GreenWorks website.

CHAIRMAN'S REPORT:

Warren Strumpfer noted that the Board heard a presentation regarding the oversight of New Jersey ARRA (American Recovery and Reinvestment Act) projects. New Jersey and Pennsylvania are two of sixteen states that are receiving additional oversight in regard to transparency and accountability. More information is available at www.recovery.gov, www.state.nj.us/recovery, and www.recovery.pa.gov.

Mr. Strumpfer also made a comment that he was pleased that DRPA/PATCO chose the light rail alternative that will utilize existing ROW in Gloucester County, and the addition of Bus Rapid Transit along Rts. 42 and 55 will make the plan more complete.

The RCC's concerns regarding PENNVEST applications show great interest in water and sewer issues, and Mr. Strumpfer asked the Board to review the RCC's comments. He also reported that the RCC heard a presentation on the 422 corridor from Montgomery County Planning Commission's Leo Bagley, which answered many of the RCC's questions on the topic.

Regarding the DVRPC annual self-certification, Mr. Strumpfer reported on the RCC's concerns regarding the impact on Disadvantaged Business Enterprises in the current economic climate.

Mr. Strumpfer also relayed to the Board the RCC's challenge of voting on projects that encompass complex issues.

RTC REPORT:

Jim Richardson noted that the RTC heard a presentation on the *Connections* Long-Range Plan, which would also be presented at the July RCC meeting, and he also requested a presentation regarding air quality conformity vs. attainment, in order to clarify the two issues.

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.

Adoption of *Connections - The Regional Plan for a Sustainable Future*

Federal requirements mandate Metropolitan Planning Organizations (MPOs), such as DVRPC, develop a long-range transportation plan with a minimum 20-year horizon that identifies how federal transportation funding will be spent in the region. The Connections plan fulfills this requirement, and serves as an update to the current Destination 2030 plan while extending the horizon year of the region's long-range plan to 2035.

The Plan is organized around four issue areas with related key planning principles:

- Land Use - Create Livable Communities;
- The Environment - Manage Growth and Protect Resources;
- Economic Competitiveness - Build an Energy-Efficient Economy;
- Transportation - Create a Modern Multi-Modal Transportation System.

The Plan proposes to focus development around the more than 100 centers identified around the region; to preserve 500,000 out of the remaining one million undeveloped acres; and to reduce greenhouse gas emissions by 50 percent from 2005 levels by 2035. For transportation, the Plan maintains a ‘fix-it-first’ policy with respect to the region's infrastructure, while allocating resources to improve the multi-modal functionality of the region's transportation system.

The financial plan includes a 26-year assessment that identifies the cost to rebuild, maintain, operate, and improve the region's transportation infrastructure. Reasonably expected available revenue is used to constrain the identified need in the financial plan, including a list of major regional projects. These projects were evaluated and selected based on how well they meet the goals of the Plan. To fully achieve the ‘vision’ beyond the constrained Plan, the region needs to consider alternatives such as right-sizing projects, local funding options, and public private partnerships.

To guide the Plan development, a scenario planning exercise was conducted comparing the continuation of current trends (‘trend’ or business as usual scenario), with an acceleration of current development trends (sprawl scenario), and the redevelopment of the region's existing centers (recentralization scenario).

The Connections plan was developed through significant public outreach. This began with an on-line survey to prioritize key regional issues. Survey responses showed strong regional support for smart growth techniques and investing in improvements in the existing transportation system.

Public outreach continued with a series of focus groups conducted in the summer of 2008. The focus groups consisted of the general public, elected and municipal officials, and developers. Their input helped identify particular issues and constraints that would impact the implementation of the key plan principles. A series of public workshops were then held in the fall of 2008 in each of the region's nine counties to broaden the dialogue and collect feedback on the different scenarios and to define a collective vision of the future.

A public comment period from May 22 to June 22, 2009 culminated the public outreach effort. DVRPC held two public meetings, one in Philadelphia and one in Cherry Hill, NJ in conjunction with this comment period.

ACTION TAKEN BY COMMITTEE:

Connections, the Regional Plan for a Sustainable Future has for its central goal a reduction in regionally produced greenhouse gases that on a worldwide scale have been shown to contribute heavily to climate and related environmental degradations. As implied by DVRPC's recent (March, 2009) report *Regional Greenhouse Gas Inventory*, necessary steps taken in this region would effect GHG reduction from 90.3 metric tons of carbon dioxide equivalent produced here in 2005 to some 45 million tons by 2035.

Unfortunately, the 182-page *Connections* does not suggest a blueprint for the necessarily drastic change in our way of life and business from one of growth and expansion to one recognizing limits and building around sustainability. As the RCC pointed out in its comments on the Draft Plan, numerous parts of and details in *Connections* seem at odds with the minus-fifty percent goal. Thus the RCC believes the document is unfinished, and following Board acceptance, needs supplementation.

We ask the DVRPC Board to back up the laudable goal by encouraging staff to review *Connections* in the coming months, and study all implications and issues—infrastructure, social, institutional, political, level of energy use, etc. Thus will evolve a number of alternative packages to attain the 2035 goal. Of course, democracy will require full public participation at every step.

Anything less than this, we believe, would be insufficient to assure meeting the needs of the 2035 generation of Delaware Valley's citizens.

Adoption of the DVRPC FY2010 Transportation Improvement Program (TIP) for New Jersey (FY2010-2013)

Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP.

Every year DVRPC develops a TIP that covers the New Jersey portion of the region (the update of the TIP for the Pennsylvania portion of the region is done every other year). Work began in September 2008 on the development of the FY 2010 Transportation Improvement Program for New Jersey (FY2010-FY2013). 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.

The DVRPC FY2010 TIP for New Jersey contains over 171 projects worth almost \$1.8 billion (an average of \$445 million per year), including \$867 million for projects primarily addressing the

highway system and \$846 million for transit projects for DRPA/PATCO and NJ TRANSIT.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by NJDOT, as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis.

The Draft TIP document has been made available for public review during a 32-day period which ended on June 22, 2009. Legal notices explaining the public comment process were published in the Inquirer, the Tribune, Al Dia, the Trentonian and the Courier Post. Media releases were issued prior to the start of the public comment period. Notices were mailed to over 2,000 individuals and organizations, and an e-mail blast of 5,000 notices was sent to DVRPC committees, non-profit organizations, municipalities and the general public. All TIP related documents were published on the Internet and copies were placed at major public libraries in New Jersey and at DVRPC offices. DVRPC held a public meeting in its offices and at the Cherry Hill Public Library to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Documents were distributed and a presentation will be made to the DVRPC's Regional Citizens Committee.

DVRPC's website played a vital part in our public outreach effort. The entire Draft TIP was placed on our website, as were the dates and locations of the public meetings and libraries and general information about the TIP and how it was developed, as well as other related documents.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the public meeting to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, the welfare-to-work community, and other citizens.

DVRPC also conducted outreach in all 4 New Jersey Counties during long-range plan workshops in the fall of 2008 to provide information about the TIP and its development process. To date, 6 individuals and 3 agencies provided written comments on the TIP. Our partner agencies have contributed responses to these comments and the comments and responses, as well as any recommended changes to the program based on these comments are attached to this package.

DVRPC's conformity analysis of the *Connections 2035* long range plan, the FY2009 TIP for PA, and the FY2010 TIP for NJ has been completed. The conformity analysis shows that estimated emissions for the criteria pollutants, in the appropriate analysis years, pass the designated conformity tests established in the relevant State Implementation Plans (SIPs) and Final Conformity Rule established by the Clean Air Act as amended. This conformity determination demonstrates that the TIPs and Plan do not hinder the DVRPC region's progress towards meeting the national ambient air quality standards. All projects in the FY2010 TIP for NJ have been drawn from or are consistent with the Plan. Therefore, the TIP has been found to conform with the requirements of the CAAA, as set forth in the Final Conformity Rule.

Adoption at the July Board meeting will permit the DVRPC TIP, along with the other MPO TIPs, to be included in the NJ Statewide TIP (STIP) for timely submission of those documents by NJDOT to the federal funding agencies for approval before the current TIP expires on September 30, 2009.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board adopt the FY2010 Transportation

Improvement Program for New Jersey (FY2010-FY2013) as the region's official selection of transportation projects for federal funding, by passing Resolution B-FY10-008.

Adoption of the Conformity Finding of the Connections Long-Range Plan, DVRPC FY 2009 Pennsylvania and FY 2010 New Jersey Transportation Improvement Programs (TIPs)

Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the Connections Long-Range Plan (Plan) and FY 2009 Pennsylvania and FY 2010 New Jersey TIPs.

In May 2009, the DVRPC opened a minimum 30-day public comment period to receive comment on the draft conformity finding of the Connections Long-Range Plan (Plan) and FY 2009 PA and FY 2010 NJ TIPs. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- PM2.5 (the Philadelphia-Wilmington, PA-NJ-DE PM2.5 Non-attainment Area); and,
- PM2.5 (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 Non-attainment Area).

DVRPC held a public comment period from May 22, 2009 to June 22, 2009, and hosted two public meetings.

Discussion: RCC members discussed the fact that the EPA examines health criteria as one element in determining the need for attainment. However, health statistics are not considered in determining conformity on a regional basis.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board adopt the conformity finding of the Connections Long-Range Plan (Plan) and FY 2009 Pennsylvania and FY 2010 New Jersey TIPs by adopting Resolution B-FY10-009. The RCC also recommends that health assessment criteria be included as an element of the conformity demonstration.

NJ09-37: Programming of Low-Bid Savings on NJDOT Recovery Act Projects (DB #09359 and DB #98516), Various Counties

NJDOT has requested that DVRPC modify the FY2009-2012 TIP for New Jersey by using funds made available from low-bid savings on projects initially selected for funding through the American Recovery and Reinvestment Act of 2009 and approved by the DVRPC Board in February, 2009.

NJDOT has experienced cost savings due to low bids on various projects within the state and is working towards shifting funds onto other important shovel ready projects that can be advanced quickly. Some of these shifts involve funds from a project in one region of the state being used on projects in another region of the state. Specifically in the DVRPC region, NJDOT has experienced \$4.472 million cost savings on a state project, Route 295, Gloucester/Camden Rehabilitation,

Route 45 to Berlin-Haddonfield Road (DB #00372). NJDOT is proposing to program the savings on a bridge replacement project in the SJTPO region, Tuckahoe Road NJT Bridge (Jim Lee Crossing), Cape May Branch Rail Line (DB #98516). The SJTPO bridge project would be funded through a combination of savings from two different ARRA funded projects.

NJDOT is also requesting that a new \$15 million project be added to the STIP using \$15 million in ARRA savings: the Route 195 Resurfacing, NJ Turnpike to East of Imleystown/Hightown Road, Paving Project (DB #09359) located in Mercer and Monmouth Counties, which falls within both the DVRPC and NJTPA MPO regions. The project would be added to the DVRPC TIP using \$2.5 million ARRA funds obtained as low-bid savings on the Route 1 Resurfacing in Mercer County (DB #09309). \$12.5 million of low bid savings from NJTPA ARRA projects would be programmed in the NJTPA TIP for the project. This is the only section of Route 195 that has not been re-paved recently and funds are expected to be authorized in FY09.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action NJ09-37, NJDOT's request to modify/amend the DVRPC FY2009-2012 TIP for New Jersey by shifting funds made available by low-bid savings on ARRA projects and program accordingly in FY09 as follows:

- 1. \$4,472,000 ARRA savings from Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road (DB #00372) will be programmed for Tuckahoe Road NJT Bridge (Jim Lee Crossing), Cape May Branch Rail Line (DB #98516), Atlantic County (SJTPO).**
- 2. \$2.5 million ARRA savings from Route 1, Vicinity of D&R Canal to North of CR 533, Resurfacing (DB #09309) will be programmed for Route 195, NJ Turnpike to East of Imleystown/Hightown Road, resurfacing project (DB #09359) in Mercer and Monmouth Counties.**

PA09-50a: Stone Arch Rehab (Group D) (MPMS #87060), Bucks and Montgomery Counties

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project in the TIP and programming final design in FY09 (\$315,000 Act 44), and construction in FY10 (\$6,300,000 Act 44) for Stone Arch Rehab (Group D) (MPMS #87060), as part of PennDOT's Accelerated Bridge Program (ABP). Funding is being provided by the Act 44 Line Item (MPMS #82395). District 6 is permitted to make substitutions to projects currently in the ABP with projects that are expected to advance to construction more quickly.

In response to the failure of several historic stone masonry bridges in the past several weeks, immediate action is being taken to address existing stone arch structures. This project involves the rehabilitation of the following five stone arch bridges that are structurally deficient and require immediate repair to preserve their structural integrity and enhance safety and protection of the public. The rehabilitation of these bridges will include reconstructed stone masonry parapets with reinforced concrete cores and full width moment slab, scour repair and protection, and repointing as needed. The design work for this project will be done in-house at District 6. Completion of this project will remove the bridges from structurally deficient status while preserving their historic significance. The current let date is December 15, 2009.

~SR 0113 Souderton Pike Over Morris Run, Bucks County

This masonry arch structure carries Souderton Pike over Unami Morris Run in Hilltown Township. The structure was built in 1902 and is 50 feet long, 24.3 feet wide. The estimated cost for rehabilitating this bridge is \$1,600,000.

~SR 1003 Carver-Wisner Road Over Paunacussing Creek, Bucks County

This arch structure carries Carver-Wisner Road over Paunacussing Creek in Solesbury Township. The structure was built in 1844 and is 45 feet long, 20.9 feet wide. The estimated cost for rehabilitating this bridge is \$1,000,000.

~SR 4027 Allentown Road Over Ridge Valley Creek, Bucks County

This arch structure carries Allentown Road over Ridge Valley Creek in Solesbury Township. The structure was built in 1908 and is 37 feet long, 19 feet wide. The estimated cost for rehabilitating this bridge is \$700,000.

~SR 1023 Swamp Creek Road Over Unami Creek, Montgomery County

The existing arch structure carries Swamp Creek Road over Unami Creek in Marlborough Township. The structure was built in 1910 and is 98 feet long, 22 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

~SR 1030 Swamp Creek Road Over Unami Creek, Montgomery County

The existing arch structure carries Swamp Creek Road over Unami Creek in Marlborough Township. The structure was built in 1892 and is 100 feet long, 22 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-50a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project in the TIP and programming final design in FY09 (\$315,000 Act 44), and construction in FY10 (\$6,300,000 Act 44) for Stone Arch Rehab (Group D) (MPMS #87060).

PA09-50b: Stone Arch Rehab (Group E) (MPMS #87061), Chester, Delaware, Montgomery, and Philadelphia Counties

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project in the TIP and programming final design in FY09 (\$405,000 Act 44), and construction in FY10 (\$8,100,000 Act 44) for Stone Arch Rehab (Group E) (MPMS #87061), as part of PennDOT's Accelerated Bridge Program. Funding is being provided by the Act 44 Line Item (MPMS #82395). District 6 is permitted to make substitutions to projects currently in the ABP with projects that are expected to advance to construction more quickly.

In response to the failure of several historic stone masonry bridges in the past several weeks, immediate action is being taken to address existing stone arch structures. This project involves the rehabilitation of the following seven stone arch bridges that are structurally deficient and require immediate repair to preserve their structural integrity and enhance safety and protection of the public. The rehabilitation of these bridges will include reconstructed stone masonry parapets with reinforced concrete cores and full width moment slab, scour repair and protection, and repointing as needed. The design work for this project will be done in-house at District 6. Completion of this

project will remove the bridges from structurally deficient status while preserving their historic significance. The current let date is December 15, 2009.

~SR 4015 Edge Mill Road Over Branch Beaver Creek, Chester County

The existing arch structure carries Edge Mill Road over Branch Beaver Creek in Caln Township. The structure was built in 1916 and is 74 feet long, 25 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

~SR 4031 Lewis Mill Road Over East Branch of Brandywine Creek, Chester County

The existing arch structure carries Lewis Mill Road over East Branch of Brandywine Creek in West Nantmeal Township. The structure was built in 1903 and is 40 feet long, 15.4 feet wide. The estimated cost for rehabilitating this bridge is \$1,000,000.

~SR 1034 Goshen Road Over Darby Creek, Delaware County

The first existing arch structure carries Goshen Road over Darby Creek, in Radnor Township. The structure was built in 1905 and is 84 feet long, 28.8 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

~SR 2064 Limeclin Pike Over Rock Creek, Montgomery County

This masonry arch structure carries Limeclin Pike over Rock Creek in Cheltenham Township. The structure was built in 1841 and is 22 feet long, 27 feet wide. The estimated cost for rehabilitating this bridge is \$300,000.

~SR 3003 Stenton Avenue Over Wissahickon Creek, Montgomery County

This arch structure carries Stenton Avenue over Wissahickon Creek in Whitemarsh Township. The structure was built in 1911 and is 112 feet long, 25.3 feet wide. The estimated cost for rehabilitating this bridge is \$2,000,000.

~SR 3006 Whitehall Road Over Branch of Stony Creek, Montgomery County

This arch structure carries Whitehall Road over Branch of Stony Creek in East Norriton Township. The structure was built in 1911 and is 38 feet long, 35 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

~SR 3009 Ridge Avenue Over Wissahickon Creek, Philadelphia

This arch structure carries Ridge Avenue over Wissahickon Creek in Gusle Park. The structure was built in 1888 and is 119 feet long, 64.8 feet wide. The estimated cost for rehabilitating this bridge is \$300,000.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-50b, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania adding a new project in the TIP and programming final design in FY09 (\$405,000 Act 44), and construction in FY10 (\$8,100,000 Act 44) for Stone Arch Rehab (Group E) (MPMS

#87061).

Note: For additional information regarding PennDOT ratings for stone bridge structures, visit www.pastonearch.org/docs/plan.pdf.

PA09-50c: 30th Street Station Bridge (MPMS #64844), Philadelphia

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by advancing and programming \$56.8 million additional funding for the construction phase of the 30th Street Station Bridge (MPMS #64844), in FY11 (\$5,792,000 Bridge/\$2,403,000 State) and FY12 (\$39,631,000 Bridge/\$8,991,000 State) due to advancing the project from Later Fiscal Years (LFY) as part of PennDOT's Accelerated Bridge Program.

The construction cost of this project was originally estimated to be \$36 million, which was programed in LFY. However, a recent updated cost estimate for this project indicates a \$20.81 million increase to the construction phase. The increase is due to a more recent cost estimate (last one was 2 years ago) and due to the inclusion of a \$22 million bridge structure on Chestnut Street, work that was originally included in another MPMS # (17816). The project is currently programmed for utility and right of way in FY10. Funding is being provided by MPMS #64222, which is not ready to advance and has been deferred until Later Fiscal Years (FY13).

This project includes the rehabilitation of 6 roadway structures located along the north, west, and south sides of 30th Street Station in the City of Philadelphia and includes the replacement of the deck joints, new seals and possible extension of the joints, repairing or replacing the concrete deck surfaces as necessary, providing a bituminous overlay, improving the drainage, and making repairs to structural members which have been identified as suffering from fatigue cracks. Streetscape components such as curbs, sidewalks, benches, plantings, lighting, and bike racks will be included in this project in the "Station Square" area along the south and east sides of the station, as well as along Chestnut Street between 29th and 30th Streets. Potential tie-ins to nearby bike trails will also be examined. The project description for this project will be edited to reflect the additional roadway structures, detail the pedestrian/bike enhancements, and to remove the interchange/I-76 westbound ramp structure as this work was completed within MPMS #78758/JFK Boulevard project. The current let date for this project is April 15, 2010.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-50c, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by advancing and programming an additional \$56.8 million for the construction phase of the 30th Street Station Bridge (MPMS #64844), in FY11 (\$5,792,000 Bridge/\$2,403,000 State) and FY12 (\$39,631,000 Bridge/\$8,991,000 State) due to advancing the project from LFY. The construction cost estimate was recently updated and increased by \$20.81 million.

The RCC perceives a special need for traffic calming measures, including enforcement, to protect travelers, other pedestrians and non-motorized traffic on the bridges in question and in the vicinity of the station generally.

PA09-51a: SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a

new project into the TIP, SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), and programming a total of \$9,000,000 (\$6,159,000 STU/\$2,841,000 STU, acknowledging a toll credit match) for construction in FY09. This stretch of roadway is in need of repair, and the project is being added to the TIP to assist District 6 in achieving their Surface Improvement Miles annual target of 260 "segment" miles. Each fiscal year, District 6 works towards implementing surface improvements that will help maintain the life of roadways.

Betterment projects are typically drawn from the PennDOT District 6 Betterment Line item, but with the development of the FY2009 TIP for PA, a Betterment Line item was not established due to severe funding constraints. Instead, the project is being funded via slippages on other projects.

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation of approximately 6 segment miles (3 in each direction) on Route 422 in Pottstown and Lower Pottsgrove.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-51a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, SR 422, PM1 to MP 180, Resurfacing Project (MPMS #86924), and programming a total of \$9,000,000 (\$6,159,000 STU/\$2,841,000 STU, acknowledging a toll credit match) for construction in FY09.

PA09-51b: Sister Cities Plaza, Phase 1 (MPMS #87124), Philadelphia

PennDOT has requested on behalf of Center City District that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Sister Cities Plaza, Phase 1 (MPMS #87124), and programming \$1,250,000 STU, acknowledging a toll credit match, for construction in FY09. This project is sponsored by the Center City District and is one of a series of improvements in the Ben Franklin Parkway area that is ready to advance sooner than other components that were approved by the DVRPC Board in December, 2008. The \$1.250 million STU funding will be shifted off of the Shakespeare Park project (MPMS #85059), which will instead be primarily locally funded.

The \$1.250 million federal transportation funds combined with \$450,000 provided by DCED (Department of Community and Economic Development) will allow for construction of Sister Cities Plaza streetscape improvements at Logan Square. Enhancements will be in accordance with the City's design guidelines for the Benjamin Franklin Parkway and will include new granite curbs, exposed concrete paving with brick edging, walkways, new trees and plantings, benches, lighting, and a water feature.

Center City District's grander plan to renovate the 1.25 acre Sister Cities Park located between 18th Street, Benjamin Franklin Parkway, and Vine Street include the creation of a vibrant new landscape offering seasonal interest, a paved circular plaza containing the fountain commemorating Philadelphia's Sister Cities, and an interactive and environmentally-focused children's discovery garden with an adjacent 3,000 square foot multi-functional building with food service, meeting space, and ancillary functions. The total project cost is estimated at \$4,600,000, provided by the \$1.7 outlined above, additional DCED funds, DCNR (Department of Conservation and Natural Resources), RACP (Redevelopment Assistance Capital Program), and Pew Charitable

Trust. The project will begin in fall 2009 and full completion is anticipated in summer of 2010.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board NOT approve TIP Action PA09-51a due to a lack of project information, and a number of issues including access, environmental concerns and the availability of public involvement opportunities.

Note: The following response was received from the Center City District regarding the issues raised by the RCC:

Access: There are no plans to change any existing bikeway or pedestrian patterns at Logan Square. This project will improve pedestrian safety as there are plans to replace the deteriorated portions of the sidewalk around the perimeter of Sister Cities park with new sidewalk. Additionally, new pathways will be added through Sister Cities Park that lead to primary park entrances and to the pavilion and children's discovery garden. The pathways will be well lit, with benches.

Trees: All of the beautiful mature trees will be kept. There are plans to remove 32 trees and plant 65 new ones (43 of which will be in children's garden), more than double the amount of those removed.

The Center City District has conducted extensive outreach to the neighboring community (e.g.: Logan Square Neighborhood Association), cultural and educational institutions (e.g.: Franklin Institute, Friends Select, Academy of Natural Sciences, Cathedral of Sts. Peter and Paul), and city agencies throughout the development and design phases of Sister Cities Park. There were also at least six public meetings held via the Fairmount Park Commission and the Philadelphia Art Commission.

PA09-51c: SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), Bucks County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), and programming \$11,520,000 NHS, acknowledging a toll credit match, for construction in FY09. This project is being added to the TIP to assist District 6 in achieving their Surface Improvement Miles annual target of 260 "segment" miles. Each fiscal year, District 6 works towards implementing surface improvements that will help maintain the life of roadways.

Betterment projects are typically drawn from the PennDOT District 6 Betterment Line item, but with the development of the FY2009 TIP for PA, a Betterment Line item was not established due to severe funding constraints. Instead, the project is being funded via slippages on other projects.

This project includes the resurfacing, concrete patching, saw and seal, repair or upgrade guiderail, mile post sign repair and replacement, and pavement marker installation of approximately 17.34 segment miles of roadway (approximately 8 miles in each direction) on Route 309 in Bucks County.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-51c, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a

new project into the TIP, SR 309, Sellersville Bypass Resurfacing Project (MPMS #86923), and programming \$11,520,000 NHS, acknowledging a toll credit match, for construction in FY09.

PA09-52: Edge Hill Road and Tyson Avenue, Easton Road to Jenkintown Road, Reconstruction Project (MPMS #57865), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, Edge Hill Road and Tyson Avenue, Easton Road to Jenkintown Road, Reconstruction Project (MPMS #57865), and programming (\$1,104,000 STU/\$276,000 Local) for final design in FY09 and construction in FY13 (\$8,480,000 STU/\$2,120,000 Local). Funding for the final design phase was included in the preliminary engineering phase and must be deobligated and broken out to a separate phase.

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas and sidewalks will be provided where feasible. Currently, there are no designated sidewalks on the roadway.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-52, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, Edge Hill Road and Tyson Avenue, Easton Road to Jenkintown Road, Reconstruction Project (MPMS #57865), and programming (\$1,104,000 STU/\$276,000 Local) for final design in FY09 and construction in FY13 (\$8,480,000 STU/\$2,120,000 Local).

PA09-54a: Bells Mill Road, Germantown Avenue to Stenton Avenue, Restoration Project (MPMS #17581), Philadelphia

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$2,560,000 STU/\$640,000) of Bells Mill Road, Germantown Avenue to Stenton Avenue, Restoration Project (MPMS #17581) to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP. The project has not been dropped, but there are community concerns regarding advancement of the project which have yet to be resolved. This project includes drainage improvements, minor lane widening, and sidewalk improvements. This project is currently in final design.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-54a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$2,560,000 STU/\$640,000) of Bells Mill Road, Germantown Avenue to Stenton Avenue, Restoration Project (MPMS #17581) to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP.)

PA09-54b: Lincoln Drive, Ridge Avenue to Wissahickon Drive, Reconstruction Project (MPMS #57901), Philadelphia

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$2,800,000 STU/\$700,000) of Lincoln Drive, Ridge Avenue to Wissahickon Drive, Reconstruction Project (MPMS #57901) to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP. The project has not been dropped, but the updated schedule indicates the project, which is currently still in design, will not be ready to let until late FY12/FY13. The project area will be inspected next year and the retaining wall contained within the limits of the project will be broken out and advanced earlier if necessary. This project will include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-54b, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by deferring the FY12 construction phase (\$2,800,000 STU/\$700,000) of Lincoln Drive, Ridge Avenue to Wissahickon Drive, Reconstruction Project (MPMS #57901) to Later Fiscal Years (FY13), thereby technically deleting this project from the TIP.

PA09-57: 5th and Market Street Transportation Improvements (MPMS#87137), SEPTA

SEPTA in partnership with the National Museum of Jewish American History has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, 5th and Market Street Transportation Improvements (MPMS #87137), and programming construction in FY09 (\$475,000 DEMO/\$119,000 Local). Funding is provided by a \$475,000 FHWA 2009 Appropriations Earmark (PA ID# 725) and a local match provided by the museum, which will be flexed to FTA. This project will include streetscape improvements at the Market Frankford subway entrance on the southeast corner of 5th and Market Street which experiences some of the highest pedestrian traffic in Philadelphia. Sidewalk, railing, waterproofing and signage improvements will be combined with minor structural repairs to the station entrance.

Discussion: Some attendees opposed this project based on its earmark status.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-57, SEPTA in partnership with the National Museum of Jewish American History's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, 5th and Market Street Transportation Improvements (MPMS #87137), and programming construction in FY09 (\$475,000 DEMO/\$119,000 Local).

PA09-58: Market Street Elevated Reconstruction Program (MPMS #60281), SEPTA

SEPTA has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of the Market Street Elevated Reconstruction Program (MPMS #60281), by \$25 million in FY10 (\$13,040,000 Section 5309/\$6,960,000 Section 5307/\$4,167,000 T-Bond/\$833,000 Local) due to final change orders to the Stations and Guideway construction contracts. The total cost of this project has increased from \$710 million to \$740 million.

The Stations General Construction Contract value increased from \$148,873,982 to \$164,900,000 for an increase of approximately \$16,000,000. This amount was paid to the contractor for delays due to design changes and unforeseen site conditions which resulted in impacts to the construction progress, delays in the construction schedule and project cost increases to meet revised milestones. The amount of the change order was significantly less than the contractor's original request of \$40M. The approved amount of \$16M was the result of negotiations between SEPTA and the contractor, along with third party assistance for a fair and reasonable settlement.

The Guideway General Construction Contract value increased from \$98,750,930 to approximately \$109,550,000 for an increase of approximately \$10,800,000. This amount was paid to the contractor for delays in the construction schedule and project cost increases to meet revised milestones. The amount of the change orders were significantly less than the contractor's initial requests totalling \$32.692M. The approved amount of \$10.8 million was the result of negotiations between SEPTA and the contractor, along with third party assistance for a fair and reasonable settlement.

The Market Street Elevated Reconstruction Program will provided for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, rehabilitation of abutments and bearings, and the reconstruction of passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets, and Millbourne Station.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-58, SEPTA's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of the Market Street Elevated Reconstruction Program (MPMS #60281), by \$25 million in FY10 (\$13,040,000 Section 5309/\$6,960,000 Section 5307/\$4,167,000 T-Bond/\$833,000 Local).

Project Selection for Pennsylvania Community Transportation Initiative (PCTI) and Safe Routes to School (SRTS)

The Pennsylvania Community Transportation Initiative (PCTI), a recent Smart Transportation initiative, is intended to fund planning and construction projects that demonstrate creative and efficient ways of addressing various transportation challenges through strong local partnerships and with careful consideration of community goals.

The Safe Routes to School (SRTS) program was created under SAFETEA-LU with an overall goal to increase the number of children in grades kindergarten through eight-grade who bicycle and walk to school by increasing awareness, developing locally-driven and supported programs, improving bicycling and walking conditions near the qualifying schools, and evaluating at the project and Program levels.

Statewide, PennDOT is providing \$59.2 million for 50 Smart Transportation-related projects which were selected from over 400 applications requesting more than \$600 million in funding, and \$16.8 million for 30 Safe Routes to School projects that will improve safety and encourage walking and biking-friendly improvements.

A total of \$18.518 million (\$14,293,827 PCTI funds/\$4,224,462 SRTS) will be invested in DVRPC Pennsylvania subregion through these two programs. This year PCTI projects were jointly

announced with projects selected for the Safe Routes to School Program. The list of successful candidate projects include planning and construction projects that focus on downtown revitalization efforts, local street connections, multi-use trails, traffic calming and transit-oriented development studies, among others.

The following projects have been selected for funding:

Pennsylvania Community Transportation Initiative (PCTI)

1. **Chalfont Borough PCTI (MPMS #87084), Bucks County- \$463,405**
Funding will be used to install pedestrian safety improvements with connections to an elementary and middle school, the community and transit.
2. **Newtown Borough PCTI (MPMS #87082), Bucks County- \$30,000**
Funding will be used to create and implement design standards that encourage new developments to incorporate features to make walking and bicycling more viable modes of transportation.
3. **New Garden Township PCTI (MPMS #87090), Chester County- \$200,000**
Funding will be used to study the Baltimore Pike and Newark Road corridors to develop a sound traffic improvement and access management plan in preparation for future development pressures along the corridor.
4. **South Coatesville Borough PCTI (MPMS #87092), Chester County- \$50,000**
Funding will be used to study the feasibility of a multi-use trail along Brandywine Creek, First Avenue and Modena Road.
5. **West Bradford Township PCTI (MPMS #87094), Chester County- \$2,000,000**
Funding will be used to install pedestrian and roadside improvements to create a walkable, mixed-use community corridor.
6. **Millbourne Borough PCTI (MPMS #87102), Delaware County- \$35,000**
Funding will be used to plan for multi-modal transportation improvements near the Millbourne train station.
7. **Abington Township PCTI (MPMS #87089), Montgomery County- \$275,000**
Funding will be used to plan for transit-oriented development at the Noble Train station.
8. **Cheltenham Township PCTI (MPMS #87095), Montgomery County- \$1,400,000**
Funding will be used to construct traffic calming and pedestrian improvements to provide intermodal connectivity in a high density area.
9. **Lansdale Borough PCTI (MPMS #87093), Montgomery County- \$3,500,000**
Funding will be used to improve traffic circulation within the Borough by rehabilitating segments of Wood and Vine Streets.
10. **Lower Merion Township PCTI (MPMS #87091), Montgomery County-\$350,000**
Funding will be used to construct bicycle and pedestrian improvements from Cynwyd station to the Cynwyd trail.

11. City of Philadelphia, 10th and Berks Streets, PCTI (MPMS #87101), Philadelphia- \$2,480,000

Funding will be used to reconstruct sidewalks and provide pedestrian enhancements and lighting along 10th and Berks Streets past the Temple Regional Rail station to the corner of Germantown Avenue.

12. City of Philadelphia, Vine Street - 9th and 11th Streets ,PCTI (MPMS #87106), Philadelphia- \$1,735,422

Funding will be used to improve pedestrian safety and provide traffic calming in the Chinatown neighborhood along and around Vine Street between 9th and 11th Streets.

13. Pottstown and North Coventry Townships PCTI (MPMS #87098), Chester and Montgomery Counties- \$1,775,000

Funding will be used to reduce the width of Hanover Street vehicle lanes in Pottstown and North Coventry Township in order to have room to install bike lanes, parking, and a multi-use trail from River Road to High Street.

Federal Safe Routes to School (SRTS)

1. Chalfont Borough Pedestrian Facilities SRTS (MPMS #87088), Bucks County- \$719,734

Funding will be used to install crosswalks, curbing, and sidewalks along Route 202, spanning two municipalities and benefitting one elementary school and one middle school.

2. Nether Providence Township SRTS (MPMS #87119), Delaware County - \$304,500

Funding will be used to install sidewalk and curbing along the north side of Wallingford Avenue, which will create a safer route to Wallingford Elementary School.

3. Swarthmore Borough SRTS (MPMS #87109), Delaware County- \$662,270 Funding will be used for safety and accessibility upgrades to the Princeton Avenue underpass, the main pedestrian link between the southern portion of the borough and the local elementary school.

4. Upper Darby SRTS (MPMS #87120), Delaware County - \$242,893

Funding will be used to construct sidewalks, curb cuts, and other improvements to provide a safer route leading to the Aronimink Elementary School on Bond Avenue.

5. Pottstown Borough SRTS (MPMS #87097), Montgomery County- \$224,649

Funding will be used for sidewalk rehabilitation, updated and new signage, and pavement markings.

6. Upper Gwynedd Township SRTS (MPMS #87099), Montgomery County- \$1,069,977

Funding will be used to install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swarley, Summit, Pennsylvania, Fairfield, Highland and Main Streets.

7. School District of Philadelphia SRTS (MPMS #87107), Philadelphia- \$1,000,439

Funding will be used to improve walking routes in the 37 District K-8 schools to increase

safety for students who walk or bike to school.

Discussion: Ajay Creshkoff discussed the need for project management structure and evaluation, as well as feedback on the success of the projects. RCC members also requested a staff presentation, at the appropriate time, to discuss project management, benefits and implementation of the projects

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve the list of recommended projects for Pennsylvania Community Transportation Initiative (PCTI) and Safe Routes to School (SRTS) funding. Further amend the FY2009 Transportation Improvement Program (TIP) for Pennsylvania (TIP Action PA09-53) to add projects and associated funding.

SPECIAL PRESENTATION: South Jersey Transportation Guide:

Cross County Connection Senior Transportation Specialist John Hainsworth and GIS Specialist Saiful Alam presented a new tool to help residents and visitors navigate southern New Jersey more effectively. Utilizing GIS data sources from transit agencies, and live traffic information, Cross County Connection has created an interactive transportation Google map. The map shows bus and bicycle routes, train lines, road construction data, park and ride facilities and live traffic on a single map. The map is interactive in that one can choose which layers are on the map.

Cross County Connection is a Transportation Management Association (TMA). Cross County Connection TMA was formally incorporated in 1989 through the efforts of a group of southern New Jersey business leaders, local government officials, and representatives from the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT) to address mobility issues in the region and reduce the number of vehicles on state and local roadways. Today, Cross County Connection partners with: NJDOT, NJ TRANSIT, the Federal Highway Administration, the region's Metropolitan Planning Organizations, as well as local and county governments, private members, corporate entities and organizations —to provide solutions to complex transportation problems for counties, municipalities, employers, and commuters in our seven-county region, which includes Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem counties.

The interactive google map, as well as additional travel information, is available at www.driveless.com.

Discussion: It was noted that Cross County Connection is currently in the process of setting up kiosks in public places throughout the service area for the public to access the website, including Workforce Investment Board locations. Mr. Hainsworth also noted that transit accessible tourist destinations may be included in the map in the near future. It was also recommended that the map include the 1/4- mile buffer area that is served by the New Jersey Transit Access Link.

STAFF PRESENTATION: The Value of Intelligent Transportation Systems (ITS):

Chris King, DVRPC Senior Transportation Planner, presented how ITS can create a more viable transportation system. He noted that 60% of traffic congestion is caused by “non-recurring” events, such as work zones, traffic accidents and adverse weather conditions, while 40% of congestion is

caused by bottlenecks, road design, etc. ITS is the application of advanced sensor, computer, electronics and communications technologies and management strategies that are used in an integrated manner to provide traveler information to increase the safety and efficiency of the surface transportation system.

Types of ITS infrastructure include closed circuit TV cameras, message signs, traffic signal control incident or travel time detectors, as well as traffic management centers. Incident management is also a major component to ITS, as well as electronic toll collection and traveler information systems, such as 511 travel info.

Benefits of ITS are great and varied. The New Jersey Turnpike Authority reports that EZ Pass reduces toll station traffic delay by 85%. The NJDOT Emergency Service Patrol has a cost/benefit ratio of 19 to 1, and has minimized large-scale incident durations by almost half.

Another great ITS success is red light camera enforcement. Currently, Philadelphia has 13 locations, with 9 located on the Roosevelt Boulevard corridor. For instance, over a one-month period in 2005, there were 3,046 red light violations at the intersection of Grant Avenue and Roosevelt Boulevard. After the installation of a red light camera, incidents dropped significantly to 378 incidents in the same period in 2008.

In conclusion, ITS can relieve congestion and reduce travel times, as well as improve safety and enhance productivity. Mr. King provided the following websites for further information: www.benefitcost.its.dot.gov, www.fhwa.gov/congestion and www.dvrpc.org/operations.

Discussion: Jeannine Missaoui asked if there were air quality statistics that would illustrate the benefits of ITS. Mr. King responded that he would research if any were available. Mr. King also responded to a question regarding a pilot program for signalization prioritization for emergency vehicles along Broad Street.

STAFF PRESENTATION: Adoption of the *Connections* Long-Range Plan:

Mike Boyer, DVRPC Manager of Long-Range Planning and Economic Coordination, presented an overview of the *Connections* Plan as well as the public outreach and public comment process. Mr. Boyer's presentation covered issues described above under the *Connections* Board Action item.

Mr. Boyer noted that most comments received focused on:

- Technology / Future Uncertainty
- Planning for Policy vs. Trends
- Consistency of GHG Reduction Target
- ITS Coverage Area
- Major Regional Projects
 - Widening Route 70
 - Penn's Neck Connector
- Specifics on the Inclusion of:
 - Historic Sites
 - Greenspace Network
 - Open Space Inventory
 - Conservation Focus Areas

Discussion: Mr. Boyer announced that a new draft and appendices will be available online at www.dvrpc.org. A new work program project regarding climate change will be undertaken this fiscal year which will identify strategies to meet the goals proposed in the plan.

SUBCOMMITTEE REPORTS:

Action Task Force

There was discussion related to member attendance and lateness. Dennis Winters was named parliamentarian.

OTHER BUSINESS:

Bob Machler thanked the RCC for noting its disappointment regarding the deletion of last month's Pottstown project from the TIP. How else can the RCC convey this to the borough? It was recommended that individual RCC members can contact borough official directly.

A special RCC meeting has been scheduled for August 13. Executive Director Barry Seymour will be available to answer questions from RCC members. Topics included in the August meeting will include meeting procedures, approaches to public outreach strategy, how the RCC fits into the overall DVRPC planning process, definition and responsibility of planning stakeholders. There will also be discussion on how the RCC can be more effective in reaching its goals, and an opportunity for members to develop Work Program proposals for consideration.

RCC members highlighted the recent DVRPC *Greenhouse Gas Inventory* report. Additional copies will be available at next month's RCC meeting.

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.