

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 24, 2011

Location: Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
Pennsylvania Department of Transportation
New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy Office
Bucks County

Joyce Paul
David Kuhn
James Mosca
David Reiner
(not represented)
Kathleen Bruder
Diane Ellis-Marseglia
Lynn Bush
Terence Farrell
Ronald Bailey
John Pickett
Joseph Hoeffel
Kenneth Hughes
Carol Ann Thomas
Andrew Levecchia
Richard Westergaard
Matthew Lawson
(not represented)
Rina Cutler
Steve Buckley
Edward Williams
(not represented)

Chester County

Delaware County
Montgomery County

Burlington County
Camden County
Gloucester County
Mercer County
City of Chester
City of Philadelphia

City of Camden
City of Trenton

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division
U.S. Department of Housing and Urban
Development, Region III
U.S. Environmental Protection Agency, Region II

(not represented)
Camille Otto

(not represented)
(not represented)

U.S. Environmental Protection Agency, Region III
Federal Transit Administration, Region III
Southeastern Pennsylvania Transportation Authority
New Jersey Transit Corporation
New Jersey Department of Environmental Protection
Pennsylvania Department of Environmental Protection
Delaware River Port Authority
Port Authority Transit Corporation
Pennsylvania Department of Community and
Economic Development

Jennie Saxe
(not represented)
Byron Comati
(not represented)
(not represented)
(not represented)
Linda Hayes
(not represented)

Toni Crawford-Major
Ronald Bednar
(not represented)
Aissia Richardson

New Jersey Office of Smart Growth
Regional Citizens Committee Chair

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Thomas Jennings
Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, John Ward, Tom McGovern, Chris Puchalsky, Elizabeth Schoonmaker, Patty Elkis, John Griffies, Paul Smith, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Cross County Connection TMA
Delaware River Joint Toll Bridge Commission
Center City District
Regional Citizens Committee Member

Linda Guarini (Dist. 6)
Casey Markey (Central Office)
William Ragozine
Glenn Reibman
Nancy Goldenberg
Jim Richardson

Call to Order - Chair's Comments

Chair Joseph Hoeffel, called the meeting to order at 10:00 a.m. Chair Hoeffel welcomed Governor Corbett's Deputy Chief of Staff Kathleen Bruder and Chester County Commissioner Terence Farrell.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of December 2, 2010 and January 27, 2011

On a Motion by Mr. Kuhn, seconded by Ms. Paul, the minutes of December 2, 2010 and January 27, 2011 were approved as distributed.

David Reiner, New Jersey Governor's Appointee, had some concern about the email voting of two action items which occurred as a result of a winter snow storm causing cancellation of the January 27, 2011 meeting. Mr. Reiner would like to discuss this further with the Board.

2. Transportation improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented to the Board the following TIP Actions:

a. PA11-07: Dilworth Plaza Renovation and Concourse Improvement (MPMS #92394), Philadelphia

The Center City District (CCD) has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, Dilworth Plaza Renovation and Concourse Improvements (MPMS# 92394), and programming construction in FY12 (\$6,486,000 TIGER), FY13 (\$6,732,000 TIGER), and FY14 (\$1,782,000 TIGER). DOT recently awarded this project a \$15 million through the national competitive TIGER program (Transportation Investment Generating Economic Recovery) to construct transportation improvements as part of a larger \$50 million Dilworth Plaza Renovation project. These TIGER funds are additional to the DVRPC region.

Dilworth Plaza, located on the west side of Philadelphia's City Hall, at the intersection of the Benjamin Franklin Parkway and the Avenue of the Arts creates a major civic space that orients and welcomes visitors. From this plaza, passengers can access SEPTA's Market-Frankford Line, Broad Street subway, Subway-Surface Trolley lines and 13 Regional Rail lines which serve the entire PA sub-region.

Transportation improvements that will be funded with the \$15 million TIGER funds include the demolition of existing multi-level, non-ADA compliant and non-structural elements of the current design to create a level, single-grade accessible plane; construction of a "transit room" at the bottom of the stairways at concourse level complete with computerized wall graphics conveying transit information. Concourse improvements will create a single unobstructed "spine" extending underground the complete length of Dilworth Plaza, replacing the maze of walkways that exists and expediting the efficient patrol of the space by police and uniformed personnel.

Two new elevators connecting street level to the underground concourse will be constructed. New signage and graphics will include transit signage to designate entry points to subsurface transit and to guide users through the concourse level; directional signage at strategic pedestrian intersections and throughout the concourse to guide pedestrians to major transportation and regional destinations; and directional signage to support easy navigation through the Plaza. Enlarged bump outs along the 15th Street edge will be constructed to increase safe pedestrian crossing as well as increase the existing square footage of the site by approximately 10,000 square feet. The project will also simplify the pedestrian crossing at the 15th and Market Street intersection by establishing a third accessible crosswalk to carry pedestrians across the Market Street southern leg and directly onto Dilworth Plaza with minimal changes in slope.

Other improvements as part of the larger \$50 million project include the addition of 21,000 square feet of plantings and lawn; 32,000 square feet of permeable paving; a cafe with a green roof, an 11,600 square foot programmable and illuminated fountain, and two glass-covered stairways connecting the street level to the underground concourse. Of this \$50 million project, \$15 million is provided by TIGER funds, \$15.5 million is provided by a Redevelopment Assistance Capital Program (RACP) state capital grant and will be used as the local match for TIGER funds, and \$20 million will be provided by a tax-exempt loan provided by PNC bank in an effort to raise the \$50 million required for the construction of this project.

The completion of this project will physically transform the barren geographic center of downtown Philadelphia into an accessible civic gathering space, a safe and attractive gateway to the region's transit network below, a centerpiece for the city's continued revival, and will provide a competitive setting for business and a preferred place to live with a public environment that is clean, safe, attractive and walkable.

Oversight of the Dilworth Plaza TIGER grant was assigned to the FTA and the CCD is working closely with FTA staff to complete this project. The CCD is also coordinating with the City of Philadelphia and SEPTA on this project.

Financial constraint will be maintained as the \$15 million TIGER funds are additional to the region and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) the Board unanimously adopted the following **motion**:

MOTION by Ms. Cutler, seconded by Mr. Mosca, that the Board approve TIP Action PA11-07, The CCD's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, Dilworth Plaza Renovation and Concourse Improvements (MPMS# 92394), and programming construction in FY12 (\$6,486,000 TIGER), FY13 (\$6,732,000 TIGER), and FY14 (\$1,782,000 TIGER). These funds are additional to the region.

b. PA11-08: 30th Street Stop Signage Program (SEPTA/Amtrak) (MPMS #92325), Philadelphia

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new transit project to the TIP, 30th Street Stop Signage Program (SEPTA/Amtrak) (MPMS# 92325), and programming construction in FY11 (\$2,000,000 FTA Section 5309/\$500,000 State (Section 1516)). Both the Federal and State funds are provided by PennDOT's Statewide allocation and are additional funds to the region.

The Pennsylvania Department of Transportation (PennDOT) intends to use these funds to improve the wayfinding signage located at 30th Street, Philadelphia, PA. Amtrak's 30th Street Station and SEPTA's Market Frankford Line and Trolley Line Station, which provides multiple modes of public transportation. Currently, the wayfinding signage is confusing and not easily identified for passengers unfamiliar with the area. This project will provide passengers and visitors with recognizable easy to use signs, which will link modes of transportation and help to reduce confusion. \$1,875,000 (\$1,500,000 FTA Section 5309/\$375,000 State) will be used for signage at Amtrak's 30th Street Station. \$625,000 (\$500,000 FTA Section 5309/\$125,000 State) will be used for signage at SEPTA's Market Frankford Line and Trolley Line Station at 30th Street.

The Amtrak 30th Street project is scheduled to be completed in three phases (Main Concourse, Interior, and Exterior) and the signs will be positioned on wall mounts, free standing, hanging overhead, and on kiosks. The signs may include and are not limited to Amtrak, NJ Transit, SEPTA, commuter rail, bus, taxi, vehicle rental, ticket purchases, information, baggage, elevators, transit map, restrooms, telephone, wheelchair accessible, and no smoking. The SEPTA 30th Street Stop project is scheduled to be completed in one phase. The sign package will include exterior headhouse identification, multi-modal service wayfinding, and visitor information signs and maps at street level; visitor

information signs and maps, station amenity, SEPTA Sales, SEPTA service access, connecting transit service information, and street wayfinding signs at mezzanine level; and SEPTA service, connecting transit service, wayfinding signs, and maps at platform level.

Financial constraint will be maintained as these transit funds are provided by PennDOT's allocation and are additional to the region. The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Ms. Cutler, seconded by Mr. Levecchia, that the Board approve TIP Action PA11-08, PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new transit project to the TIP, 30th Street Stop Signage Program (SEPTA/Amtrak) (MPMS# 92325), and programming construction in FY11 [\$2,000,000 FTA Section 5309/\$500,000 State (Section 1516)].

c. PA11-09: Memorial Park over Pennypack Circle (MPMS #75765), Montgomery County

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, Memorial Park over Pennypack Creek (MPMS# 75765), and programming construction in FY11 (\$450,000 Bond) in order to reimburse Upper Moreland Township for completing the rehabilitation of this structurally deficient bridge under a Highway Occupancy Permit (HOP).

This project involved the rehabilitation of a 25 foot extension of a masonry arch culvert and the replacement of a concrete reinforced T-beam culvert carrying PA 611 over Pennypack Creek along a four lane unlimited access roadway in a commercial area located in Upper Moreland Township at the intersection of SR 263 and PA 611. This project was completed in the summer of 2010.

This bridge was rehabbed by the township as part of an ongoing effort to improve access, safety and amenities in Veteran's Memorial Park. The overall effort included a new drive with a sidewalk; pedestrian accessible signalized intersection; three public plazas with a fountain; gateway signage and reconfigured parking lots.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current

conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

d. PA11-10: I-76 Mudslide Improvements (MPMS #87522), Montgomery County

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a project back into the TIP, I-76 Mudslide Improvements (MPMS# 87522) and programming right of way in FY11 (\$40,000 STP/\$10,000 State) and construction in FY11 (\$800,000 STP/\$200,000 State) to implement recommendations generated by the I-76 Mudslide Study.

Due to the mudslides and flooding that occurred on the I-76/Schuylkill Expressway as a result of a storm in 2009, this project was programmed in the FY2009 TIP in an effort to conduct a study that addressed mitigative measures that could be taken to help prevent the reoccurrence of flooding and mudslides. The result of the study indicates that improvements need to be made in the area to prevent additional slope failures.

This project includes the following corrective and preventative maintenance improvements to address continued failures of the slope above the Schuylkill Expressway: cleaning and re-establishing the existing cut-off ditch and headwall system along the western shoulder barrier of I-76; slope stabilization within the right-of-way on the west side of I-76; stabilization and armoring of the existing natural drainage channels in up-slope wooded areas, west of I-76; modifying existing storm drainage by re-configuring existing pipes to provide better flow characteristics; providing an additional cross-pipe to improve the drainage conditions at the true sag location in addition to upgrading existing cross-pipes; adding five new inlets and changing the profiles at these locations, and installation of a detention basin to mitigate the existing offsite flow impacting the highway. These improvements will require I-76 to have one or more lanes to be closed during construction.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

e. PA11-12: PA 309, Welsh Road to Highland Avenue (101) (MPMS #16477), Montgomery County

PennDOT has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the construction phase by \$6.8 million for 309, Welsh Road to Highland Avenue (101) (MPMS# 16477), and programming in

FY11 (\$3,098,000 STU/\$2,348,000 NHS/\$1,362,000 State) as the cost estimate for this project was recently updated.

This project provides for the construction of Section 101 of Route 309, between Welsh Road and Highland Avenue. As part of this section, the Norristown Road interchange will include new ramps to provide exit access from 309 southbound onto Norristown Road, and entrance access from Norristown Road onto 309 northbound. The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Road and PA Turnpike interchanges.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this modification as this project is already included the regional air quality analysis.

f. **PA11-13: Districtwide Structurally Deficient Bridges (MPMS #88706), Philadelphia**

PennDOT has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by federalizing the project, Districtwide Structurally Deficient Bridges (MPMS# 88706), and programming a \$940,000 cost increase for the preliminary engineering phase in FY11 (\$752,000 STU/\$188,000 State). This project is being federalized as a result of the loss of Act 44 funds.

Note that subsequent to the Regional Transportation Committee (RTC) meeting review of this project during the January 2011 meeting cycle, another Administrative Action to add an additional \$875,000 of Federal and State Bridge funds is being processed for this program, which will bring the total cost of the preliminary engineering phase up to \$1,815,000 in FY11 to address the 21 structures detailed below. Also note that a Local Bridge Program is currently being developed using approximately \$4,000,000 - \$5,000,000 for design, and will be discussed by the PA TIP Subcommittee of the RTC on February 16, 2011, per the RTC and RCC recommendations.

This project provides for the design of various bridge projects throughout the DVRPC region. The additional funds will provide for the design of 21 additional bridges to be included in this project. All bridges included in this project will eventually be assigned MPMS #'s when they are ready to advance for construction. Structures under this project include:

Bucks County

- Main Street over SEPTA; BMS#09-4013-0110-1126
- Creamery Road over Tohickon Creek; BMS# 09-1014-0070-0000
- Old Street Road over SEPTA; BMS# 09-2043-0024-0193
- Worthington Road over Neshaminy Creek; BMS# 09-2081-0030-1490
- Dublin Pike over Morgan Creek; BMS# 09-0313-0072-2069
- Pennsylvania Avenue over Pennsylvania Canal; BMS# 09-2073-0070-0755
- River Road over Delaware Canal; BMS# 09-0032-0630-1484
- Oxford Valley Road over US 1 Bypass; BMS# 09-2029-0140-1656
- Bethlehem Pike over N.E. Branch Perkiomen Creek; BMS# 09-4013-0100-0327

Chester County

- State Road over Little Elk Creek; BMS# 15-3004-0020-0000
- Boot Road over Amtrak; BMS# 15-2020-0050-0000
- Creek Road over East Brandywine Creek; BMS# 15-0282-0032-1960
- Doe Run Road over Buck Run; BMS# 15-0082-0352-0000
- Downingtown Pike over E. Branch of Brandywine Creek; BMS# 15-0322-0440-0000

Delaware County

- Wanamaker Ave over Darby Creek; BMS# 23-0420-0031-0000
- Essington Ave over Crum Creek; BMS# 23-0291-0130-0384
- Providence Road over Crum Creek at Geist Resv; BMS# 23-0252-0130-0679
- Marshall Road over Cobb's Creek; BMS# 23-2024-0060-2846
- Manoa Road over Cobb's Creek; BMS# 23-1002-0060-1398

Montgomery County

- MPMS# 90099 - I-76 over Righters Ferry Rd; BMS #46-0076-3384-2351
- MPMS# 90100 - I-76 over Waverly Road T-669; BMS #46-0076-3344-1304
- MPMS# 91571 - Schuylkill Ave over Mill Creek & Mill Creek Rd.; BMS #46-0076-3354-2103
- Old Forty Foot Road over Skippack Creek; BMS# 46-1006-0020-1407
- Warminster Road over Pennypack Creek; BMS# 46-2040-0030-1832
- West King St over Manatawny Creek; BMS# 46-0663-0010-1627
- Pleasantville Road over Sanatoga Creek; BMS#46-4028-0010-0045

- Washington Lane over Glenside Road; BMS# 46-0073-0640-0390
- Congo Road over Middle Creek; BMS# 46-1050-0028-0000
- N Hanover Square over Branch Swamp Creek; BMS# 46-4030-0050-0000
- Skippack Pike over Skippack Creek; BMS# 46-0073-0270-0753

Philadelphia

- Erie Ave over Conrail; BMS# 67-1004-0040-0461
- 5th St over Conrail; BMS# 67-2003-0152-0000
- Girard Ave over CSX; BMS# 67-0030-0070-0000
- City Line Ave over SEPTA (Bala Station); BMS# 67-0001-0060-0254
- Broad Street over I-95 Ramps A & C; BMS# 67-0611-0003-0340;
- Broad Street over Reading RR; BMS# 67-0611-0020-0697
- Ridge Avenue over Amtrak; BMS# 67-3009-0044-0563
- Coulter Avenue over SEPTA; BMS# 67-4011-0032-0000
- University Avenue over CSX Railroad; BMS# 67-3003-0040-2636
- Frankford Avenue over Frankford Creek; BMS# 67-2007-0100-1901
- SB Off Ramp over Roosevelt Blvd Exit; BMS# 67-0013-0181-0918
- Walnut Lane over Wissahickon Creek; BMS# 67-4013-0020-1859
- MPMS 90096 - Spring Garden over Schuylkill River; BMS#67-3014-0030-0229
- MPMS 90097 - Spring Garden St. over I-76; BMS #67-3014-0030-0000

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from the regional air quality analysis.

After favorable recommendation from the PCC/RTC and the RCC, the Board unanimously adopted TIP Actions PA11-09, PA11-10, PA11-12, and PA11-13.

MOTION by Ms. Cutler, seconded by Mr. Levecchia that the Board approve the following TIP Actions:

- (1) TIP Action PA11-09 - PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, Memorial Park over Pennypack Circle (MPMS# 75765), and programming construction in FY11 (\$450,000 Bond) in order to reimburse Upper Moreland Township for completing the rehabilitation of this bridge.

- (2) TIP Action PA11-10 - PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding a project back into the TIP, I-76 Mudslide Improvements (MPMS# 87522) and programming right of way in FY11 (\$40,000 STP/\$10,000 State) and construction in FY11 (\$800,000 STP/\$200,000 State) to implement recommendations generated by the I-76 Mudslide Study.
- (3) TIP Action PA11-12 - PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the construction phase by \$6.8 million for 309, Welsh Road to Highland Avenue (101) (MPMS# 16477), and programming in FY11 (\$3,098,000 STU/\$2,348,000 NHS/\$1,362,000 State).
- (4) TIP Action PA11-13 - That the Board approve TIP Action PA11-13, PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by federalizing the project, Districtwide Structurally Deficient Bridges (MPMS# 88706), and programming a \$940,000 cost increase for the preliminary engineering phase in FY11 (\$752,000 STU/\$188,000 State), contingent upon the understanding that some of the region's future financial resources will be dedicated to "local" structurally deficient bridges.

g. NJ10-52: Mercer County Signal Project, CR 533 (DB #D0702), Mercer County

Mercer County has requested that DVRPC amend the FY2011-2014 TIP for New Jersey by adding a graduate Study and Development project to the TIP, Mercer County Signal Project, CR 533 (DB# D0702), and programming final design in FY11 (\$500,000 STP-STU) and construction in FY13 (\$3,500,000 STP-STU). This project was programmed in the Study and Development program in FY10, but now has a completed categorical exclusion (CE) document and is ready to advance to final design and construction.

This project will include signal improvements in an effort to improve traffic signal coordination for 21 existing signalized intersections on CR 533 in Mercer County from the Whitehorse Circle to Nassau Park Boulevard in Hamilton, Lawrence, and West Windsor Townships. Specifically, plans, specifications and estimates (PS&E) will be developed to upgrade existing traffic signal equipment and optimize timing plans for peak and off-peak conditions and interconnect traffic signals in conformity with the Delaware Valley Regional ITS Architecture. This project will also include minor traffic signal modifications and construction of ADA compliant ramps as needed.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. Funding for this action will be provided by DB# D0412 – Mercer County Roadway Safety Improvements (\$500,000) and DB# D026 – Future Projects Line Item (\$3,500,000).

The TIP's current conformity finding will not be impacted by this amendment. This project will be included in subsequent regional emissions analysis as required by the current conformity rule.

Favorable recommendation was received from the PCC/RTC to approve TIP Action NJ10-52.

Favorable recommendation was also received from the RCC to approve TIP Action NJ10-52; however, the RCC recommends that New Jersey DOT employ a bicycle/pedestrian checklist, similar to that of PennDOT, when developing projects.

The Board unanimously adopted the following **motion**:

MOTION by Mr. Williams, seconded by Mr. Lawson, that the Board approve TIP Action NJ10-52, Mercer County's request to amend the FY2011-2014 TIP for New Jersey by adding a graduate Study and Development project to the TIP, Mercer County Signal Project, CR 533 (DB# D0702), and programming final design in FY11(\$500,000 STP-STU) and construction in FY13 (\$3,500,000 STP-STU).

h. PA11-17: London Track Bridge Over White Clay Creek Bridge Replacement (MPMS #80060), Chester County

PennDOT has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by adding a final design phase to the London Track Bridge Over White Clay Creek Bridge Replacement (MPMS# 80060), and programming (\$500,000 Act 44) in FY11. Final design was programmed in the FY2009 TIP, but the funds were not obligated. Currently, this project is programmed for \$2.318 million in the current TIP for construction in FY12 and FY13.

This project will replace the functionally obsolete and structurally deficient bridge over the East Branch of White Clay Creek in London Britain Township with a new structure that meets current design standards. The current structure has heavy concrete spalling and cracking as well as advanced scour due to poor channel alignment. This bridge is located in the White Clay Creek

reserve and will require coordination with the National Park Service. The bridge is to be turned back to London Britain Township after construction.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from the regional air quality analysis.

i. **PA11-18: Rickert Road Bridge Over Morris Run Creek Bridge Replacement (CB #21) (MPMS# 13296), Bucks County**

PennDOT has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by federalizing the project, Ricket Road Bridge Over Morris Run Creek Bridge Replacement (MPMS# 13296), and switching a portion (\$36,000 State/\$9,000 Local) of the right of way phase funding from state and local funds to federal bridge funds (\$45,000 Bridge). Programming will be reflected as follows: (\$45,000 Bridge/\$9,000 State/\$2,000 Local).

This action is taking place as Bucks County has requested PennDOT to increase the Federal and State funding percentages contributed to the project in order to lower the amount of local match required. This project will replace the current historic two lane bridge without shoulders with a two lane bridge with shoulders.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC to approve TIP Actions PA11-17 and PA11-18.

The RCC also recommended approval of TIP Actions PA11-17 and PA11-18. The RCC commends the utilization of the bicycle/pedestrian checklist, but further notes that shared roadways are not adequate for pedestrian safety.

The Board unanimously adopted the following **motion**:

MOTION by Ms. Ellis-Marseglia, seconded by Mr. Mosca, that the Board approve the following TIP Actions:

- (1) TIP Action PA11-17 - PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by adding a final design phase to the London Track Bridge Over White Clay Creek Bridge Replacement (MPMS# 80060), and programming (\$500,000 Act 44) in FY11.
- (2) TIP Action PA11-18 - PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by federalizing the project, Ricket Road Bridge Over Morris Run Creek Bridge Replacement (MPMS# 13296), and switching a portion (\$36,000 State/\$9,000 Local) of the right of way phase funding from state and local funds to federal bridge funds (\$45,000 Bridge). Programming will be reflected as follows: (\$45,000 Bridge/\$9,000 State/\$2,000 Local).

j. PA11-19: Debt Service (MPMS #60275), SEPTA

SEPTA has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the project scope of Debt Service (MPMS# 60275), to include the Silverliner V Railcars and Wayne Junction Intermodal Facility Rehabilitation project. As a result of this action, funding for Debt Service will be increased by \$85,109,000 (those funds represent a 5 year period of bond payments) and will be programmed as follows: FY11 (\$16,011,000 FTA Section 5309/\$3,874,000 State/\$129,000 Local); FY12 (\$13,680,000 FTA Section 5309/\$3,309,000 State/\$112,000 Local); FY13 (\$13,680,000 FTA Section 5309/\$3,309,000 State/\$112,000 Local); FY14 (\$13,680,000 FTA Section 5309/\$3,309,000 State/\$112,000 Local); and LFY (FY15) (\$13,680,000 FTA Section 5309/\$112,000 Local). This action is occurring as SEPTA is changing the type of financing they will use to fund various projects.

This Action essentially shifts funding held for the Silverliner cars from the Asset Lease Program to Debt Service, as SEPTA has determined it is in the region's best interest to purchase the vehicles outright (through Debt Service) rather than lease the equipment (through the Asset Lease Program). Over a 5 year period, a total of \$85,109,000 will be shifted from other projects into the Debt Service program: \$75,942,000 for the Silverliner V Railcars will be shifted from the Capital Asset Lease Program in FY11, FY12, FY13, FY14, and LFY (FY15), and \$9,167,000 will be shifted from other SEPTA programs as detailed by minor Administrative Actions in the attached financial constraint chart. The Debt Service for the Silverliners and Wayne Junction constitute a 25 year bonding process, and the additional annual payments will be programmed in the Debt Service program (MPMS# 60275) as part of the FY2013 TIP update process. Further, the notation for

funding the Silverliner cars in the Capital Asset Lease Program (MPMS #59966) will be removed.

The Silverliner V Railcar Acquisition is a \$330 million project that will provide for 120 new railcars for SEPTA Regional Rail service. These new electric multiple-unit (EMU) cars will replace the existing Silverliner II and III railcars, which are currently 44 to 48 years old and supplement the regional railcar fleet in response to current and projected ridership increases.

The Wayne Junction Intermodal Facility Rehabilitation project is a \$33.5 million design and construction project to completely rehabilitate the historic structure. Project elements include renovating station entrances, the passenger tunnel and stairways; and installing elevators, lighting, signage and bus shelters. No parking improvements will be included in this project.

Financial constraint will be maintained by making adjustments to other existing TIP projects that have changed and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from the regional air quality analysis.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board adopted the following **motion**:

MOTION by Ms. Cutler, seconded by Mr. Lawson, that the Board approve TIP Action PA11-19, PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the project scope of Debt Service (MPMS# 60275), to include the Silverliner V Railcars and Wayne Junction Intermodal Facility Rehabilitation project. As a result of this action, funding for Debt Service will be increased by \$85.109 million (over a 5 year period) and will be programmed as follows: FY11 (\$16,011,000 FTA Section 5309/\$3,874,000 State/\$129,000 Local); FY12 (\$13,680,000 FTA Section 5309/\$3,309,000 State/\$112,000 Local); FY13 (\$13,680,000 FTA Section 5309/\$3,309,000 State/\$112,000 Local); FY14 (\$13,680,000 FTA Section 5309/\$3,309,000 State/\$112,000 Local); and LFY (FY15) (\$13,680,000 FTA Section 5309/\$112,000 Local). Further, notation of funding the Silverliner cars will be removed from the Capital Asset Lease Program (MPMS #59966).

Bucks County Commissioner Diane Ellis-Marseglia **opposed** the motion.

k. **PA11-20: Compressed Natural Gas (CNG) Bus Purchase (MPMS #92304), SEPTA**

On Behalf of the Transportation Management Association (TMA) in Bucks County (TMA Bucks), SEPTA has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, Compressed Natural Gas (CNG) Bus Purchase (MPMS# 92304), and programming funds in FY11 (\$475,000 5309-B/\$119,000 Local) for the purchase of seven small buses for TMA Bucks service.

This project provides for the purchase of seven CNG buses to be utilized by the TMA Bucks in the operation of their shuttle services. TMA Bucks was awarded \$475,000 in discretionary funding through the Federal Clean Fuels Grant Program in FY08, which is additional funding to the region. The local match will be provided by the TMA. SEPTA will be the designated recipient of the federal funds for this project.

Financial constraint will be maintained as this project was awarded a \$475,000 grant from the Federal Clean Fuels Grant Program in FY08, which is additional funding to the region. The \$119,000 local match will be provided by TMA Bucks.

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommended approval, however, questioned where the filling stations would be located.

DVRPC staff will respond to the RCC and inform them of where the stations will be located.

The Board unanimously adopted the following **motion**:

MOTION by Mr. Lawson, seconded by Ms. Ellis-Marseglia, that the Board approve TIP Action PA11-20, SEPTA's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, Compressed Natural Gas (CNG) Bus Purchase (MPMS# 92304), and programming funds in FY11 (\$475,000 5309-B/\$119,000 Local) for the purchase of buses for TMA Bucks.

3. Approval of Memorandum of Understanding (MOU) Between DVRPC and the Pottstown Area Rapid Transit (PART)

Joseph Hacker, DVRPC Manager, Office Transit, Bicycle, and Pedestrian Planning, explained to the Board that DVRPC and PART have drafted a Memorandum of Understanding (MOU) (distributed to the Board) which addresses cooperative procedures for carrying out transportation planning and programming as mandated in Federal Regulation 23CFR450.314(a):

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

This MOU meets Federal Transit Administration (FTA) regulations specifying cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and programming. This entails reciprocal roles and responsibilities for DVRPC and PART system planning, including: development of population, employment and land use forecasts; transit system planning studies to sustain and ensure integrity of transit operations; consistent travel demand modeling in order for projects to retain Federal eligibility; and an agreed upon, staged evaluation process for transit project process prioritization.

Transit projects derived from system planning to meet specific needs are also covered by this MOU. These include roles and responsibilities for MPO approvals for project inclusion on the Transportation Improvement Program (TIP) to maintain eligibility; mutual participation and oversight on advancing projects through planning steps such as transit concepts and Alternative Analysis, modeling forecasts; and public outreach. Transit environmental planning and review is also included as part of the Federal grant application process for transit projects. These roles and responsibilities include: assistance with Environmental Assessments (EA), Draft Environmental Impact Statements (DEIS) and other MPO planning programs; public outreach to insure compliance with Federal and state laws and regulations; and provide briefings and opportunities for input from MPO members and staff. All of the steps outlined in the MOU ensure that the planning process between DVRPC and PART is consistent, cooperative and in conformance with Federal and State regulations.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Pickett, seconded by Ms. Cutler, that the Board approves the DVRPC / PART Memorandum Of Understanding (MOU) on Transportation Planning Procedures.

4. Project Selection for Pennsylvania Community Transportation Initiative (PCTI), Round II

John Coscia, DVRPC Manager, Office of Project Implementation, explained to the Board that the Pennsylvania Community Transportation Initiative (PCTI), a 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 first round of PCTI funding in 2009 provided \$59.2 million for 50 Smart Transportation-related projects statewide, which included \$14,293,827 for 20 projects in the DVRPC Pennsylvania subregion.

For the second round of PCTI funding, PennDOT is providing \$24.7 million Statewide, which will fund 41 Smart Transportation-related projects selected from over 238 applications requesting more than \$175 million in funding. Regionally, PennDOT has invested a total of over \$4.4 million in PCTI funds for 10 projects in the DVRPC Pennsylvania subregion for this second round of PCTI funding.

The list of successful candidate projects include planning and construction projects that focus on downtown revitalization efforts, establishing gateways, completing trail connections, traffic calming and multi-modal studies, among others.

The following projects have been selected throughout the DVRPC Pennsylvania subregion to receive the Pennsylvania Community Transportation Initiative funding:

1. Trenton Avenue Corridor Study (MPMS #92403), Bucks County - \$90,000

Funding will be used to study traffic flow and access management along Trenton Avenue in Falls Township.

2. Trumbauersville Road Gateway Improvements (MPMS #92404), Bucks County - \$713,000

Funding will be used to create a community gateway on Trumbauersville Road in Richland Township.

3. Phoenixville Phase 1B Streetscape (MPMS #92418), Chester County - \$598,000

Funding will be used to construct streetscape amenities on Bridge Street within the Borough of Phoenixville.

4. Central Chester County Bike and Pedestrian Circulation Plan (MPMS #92407), Chester County - \$85,000

Funding will be used to complete a bicycle and pedestrian multi-municipal master plan emphasizing linkages to regional trails and access to transportation centers in central Chester County.

5. Battle Path Multi-Municipal Feasibility Study (MPMS #92406), Chester County - \$80,000

Funding will be used to conduct a multi-municipal study to link recreational, institutional, cultural, and commercial destinations in the Battle Path area.

6. State Route 29/Great Valley Multi-Modal Study (MPMS #92405), Chester County - \$128,000

Funding will be used to plan improvements to infrastructure and modal access along the Route 29 corridor in the Great Valley area.

7. Bala Avenue Streetscape and Safety Improvement Project (MPMS #92409), Montgomery County - \$301,145

Funding will be used to construct improvements on Bala Avenue to improve walkability and safety between the Bala and Cynwyd rail-served transit stations in Lower Merion Township.

8. Hatfield Accessibility and Business Stimulus Plan (MPMS #92410), Montgomery County- \$27,000

Funding will be used to develop a plan to improve land use controls, identify sidewalk gaps, and identify traffic calming opportunities along the North Broad Street Business District in Hatfield Township and the borough of Hatfield.

9. Schuylkill River Trail - Manayunk Bridge Project (MPMS #92413), Philadelphia- \$1,300,000

Funding will be used to facilitate the reuse of the Manayunk Railroad Bridge to connect the Schuylkill River and Cynwyd trails.

10. Race Street Connector (MPMS #92417), Philadelphia- \$1,100,000

Funding will be used to improve connectivity between the Old City neighborhood and waterfront activities, park and trails along the waterfront.

John Pickett, Delaware County, commented on the process of the selection for the PCTI projects and was concerned as to why the Turner Road/Possum Hollow Road Sidewalk was not selected by PennDOT. PennDOT had responded that they were selecting ready-to-go projects and that this project did not meet the criteria and was not on the TIP.

Mr. Pickett commented that the project was, in fact, on the TIP and the PennDOT reviewer had incorrect information. Also, the project had received a low rating from 10,000 Friends of Pennsylvania and Mr. Pickett is concerned that a private entity is given greater credence than the MPO when selecting projects. Mr. Pickett hopes that, if the PCTI Program is to continue in the future, that the process of approving projects is made more transparent and that the MPO recommendations are given higher priority than they were at present.

James Mosca, Pennsylvania Department of Transportation, responded that the regional recommendations from the MPO's are taken into consideration by a statewide review panel. Projects are selected which can be delivered within the timeframe and obligated within that timeframe. If there was an error made for the Delaware County project, PennDOT will certainly investigate.

It was agreed that the process should be examined and can be made better over time.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Farrell, seconded by Ms. Marseglia, that the Board approve the list of selected projects for Pennsylvania Community Transportation Initiative (PCTI) funding. Further amend the FY2011 Transportation Improvement Program (TIP) for Pennsylvania (TIP Action PA11-16) to add projects and associated funding.

5. **Adoption of the DVRPC Draft Fiscal Year 2012 Planning Work Program**

John Griffies, DVRPC Contracts and Purchasing Manager, explained to the board that the Fiscal Year 2012 Unified Planning Work Program (UPWP) consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

To support certain projects the Board has selected for the DVRPC FY2012 UPWP, the following TIP Actions will need to be made to the FY2010 TIP for New Jersey and the FY2011 TIP for Pennsylvania. The source of funds for projects in New Jersey and Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

TIP Action NJ10-50: FY2012 UPWP Projects Funded by NJ FY10 TIP Funds

- NJ Regional Transportation GIS Implementation (Increase) (X30A) (\$350,000 Federal)	\$50,000
- RIMIS (Increase) (01300) (\$245,875 Federal)	\$145,875
- Update Travel Simulation Model (Add New Project) (X30A) (100% Federal)	\$355,250
- NJ TE Project Management (Decrease) (X30A) (100% Federal)	(\$100,000)
	<u>Total</u>
	<u>\$451,125</u>
	Federal \$451,125
	State \$0
	Local \$0

TIP Action PA11-06: FY2012 UPWP Projects Funded by PA FY11 TIP Funds

- Pennsylvania Ozone Action Supplemental Services (Decrease) (MPMS #17928) (\$100,000 CMAQ/\$25,000 State)	(-\$25,000)
- Pennsylvania CMAQ Project Engineering Management (Decrease) (MPMS #66461) (\$88,000 CMAQ/\$22,000 State)	(-\$18,000)
- RIMIS (Decrease) (MPMS #72738) (\$590,100 CMAQ/\$147,525 State)	(-\$1,900)
- Update Travel Simulation Model (Increase) (MPMS # 86077)(\$869,750 Federal)	\$369,750

Total	\$324,850
Federal	\$332,850
State	\$-8,000
Local	\$0

After favorable recommendation was received from the PCC/RTC and the RCC, the Board adopted the following **motion**:

MOTION by Mr. Kuhn, seconded by Mr. Pickett, that the Board approve the FY 2012 DVRPC Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by adopting Resolution No. B-FY11-005 (copy attached). Further, approve the actions to amend or modify the FY 2010 TIP for New Jersey and the FY 2011 TIP for Pennsylvania as required.

David Reiner, New Jersey Governor's Appointee, **abstained** from the vote.

6. Request for Public Records Appeal

Barry Seymour, DVRPC Executive Director, explained to the Board that DVRPC has an adopted Disclosure of Public Records Policy that is consistent with both the New Jersey Open Public Records Act and the Pennsylvania Right to Know Law. Under that policy, a resident of the State of New Jersey or the Commonwealth of Pennsylvania may request a public record from DVRPC that is in accordance with the definitions of public record as defined by the two state statutes.

On November 15, 2010 a request was received by DVRPC, but denied by the Executive Director on the grounds that the request was overly broad and not specific to any particular matter or issue. A revised request was then received on December 7, 2010. The available public records were provided in response to this request, but certain elements were denied as being exempt from public disclosure, as per the Pennsylvania and New Jersey laws. The requester has appealed the denial of the November 15 request.

The DVRPC policy provides for an appeal process, whereby if a request is denied by the Executive Director, the requester may appeal that decision to the DVRPC Board. If the Board finds that the Executive Director correctly denied the request, a written explanation of the Board's decision will be provided to the requester. If the Board finds the request should be fulfilled, DVRPC will begin immediately to fulfill the request in accordance with the provisions of the policy.

The DVRPC Staff and DVRPC Co-Counsel recommend denial of the request.

The Board unanimously adopted the following **motion**:

MOTION by Mr. Pickett, seconded by Mr. Lawson, that the Board approve the Appeal of Denial of public record request.

7. One Minute Reports

Board Members and Alternates were invited to report activities within their counties/agencies.

Bucks County Commissioner Diane Ellis-Marseglia reported that Bucks County Commissioner James Cawley is now the Pennsylvania Lieutenant Governor and his replacement as commissioner is Robert Lockley.

Chester County Commissioner Terence Farrell reported that Commissioner Carol Aichele has been appointed as the Pennsylvania Secretary of the Commonwealth. Ms. Aichele's husband, Steve Aichele, has also been appointed as the Commonwealth's General Counsel. Ms. Aichele's replacement in Chester County is Ryan Costello.

Montgomery County Commissioner Joseph Hoeffel reported that the county is in the process of reprogramming open space funds; focusing on enhancing the Schuylkill River Greenway.

James Mosca, PennDOT, reported that while the current TIP is only four months old, the 2013-1016 TIP is beginning and a kick-off meeting will be held in April for that process. Also, the financial guidance work group will meet in March to discuss the distribution of the anticipated federal funds. An integral part of the 2013 TIP update will be PennDOT's efforts to integrate linking planning with the NEPA process.

Camille Otto, Federal Highway Administration, New Jersey Division, commented that a non-profit organization, Preservation PA, has partnered with PennDOT to develop a website entitled Project Path. This website helps involve consultants and public participants in the Cultural Resource Process.

Mr. Seymour announced that Linda Hayes, Delaware River Port Authority, and a long-time DVRPC Board representative, is retiring.

Mr. Seymour also mentioned that Eileen Gallagher, DVRPC Resource Center Librarian, is retiring.

8. Food System Plan

Alison Hastings, DVRPC Senior Environmental Planner, Office of Environmental Planning, presented to the Board the highlights of Eating Here: Greater Philadelphia's Food Plan (brochure distributed to Board).

DVRPC was asked to become more involved in the Greater Philadelphia food issues and undertook a study of our food system which pulled together the work of all the stakeholders' efforts. One of the key findings of the study was that this region does not grow enough food to support our population. The food system activities make up about 20-30% of all regional economy activities and access to food will become a bigger concern for everyone, regardless of income. Strong ties and geographic access to local food will become a competitive advantage.

Out of the study, six values and goals, 10 indicators, and 52 recommendations were developed. Some of the priority recommendations are to (1) keep farmland affordable; (2) implement market-based solution; (3) implement business development strategies; (4) increase public awareness of healthy food; (5) build capacity and expand.

DVRPC will continue to work with member governments, municipalities, and the counties to determine how they want to help improve the food system and make Philadelphia more competitive.

A very successful press event promoting the Food System Plan was held on February 10, 2010 with over 100 people in attendance.

9. Executive Director's Report

a. DVRPC Board Transitions

Mr. Seymour announced new board members as follows: (1) Barry Schoch, Pennsylvania Acting Secretary of Transportation; (2) Chester County Commissioner Terence Farrell; and (3) Delaware County Commissioner Mario Civera.

b. Congressional Rule Change

Mr. Seymour pointed out the flyer, distributed to the Board, entitled 112th Congress House Rules Change SAFETEA-LU. Annual appropriations for transportation is no longer linked to authorized levels from SAFETEA-LU or the Highway Trust Fund. The president's budget proposes a new 6-year \$556 billion bill, but no funding plan and the House Transportation and Infrastructure

Committee proposed an extension to end of fiscal year, but this is pending action from the House and Senate.

Aissia Richardson, RCC Chair, asked Mr. Seymour if DVRPC has a perspective on High-Speed Rail.

Mr. Seymour responded that our region is ideally positioned to take advantage of high-speed rail, however, there has been no announcement as to where the funds for high-speed rail would be spent.

c. 2011 Classic Towns Nominations

Mr. Seymour reported that four new communities have been invited to participate in the Classic Towns Program. They are: Pitman, and Bordentown City in New Jersey and Lansdale, and Kennett Square in Pennsylvania.

d. Regional Excellence Awards for 2011

Mr. Seymour reported that there will be no DVRPC Annual Dinner, however, DVRPC would like to continue with the Regional Excellence Awards and present them at the DVRPC Board Retreat in September.

e. 422 Plus Status

Mr. Seymour reported that a Feasibility Study entitled *422 Plus* is being conducted to examine whether or not 422 could be tolled and the revenue be used for road improvements and transit along that corridor. The consultants on this project have been invited to give a presentation to the Board in April.

f. I-95 Project Management

Mr. Seymour reported that PennDOT has engaged in taking a comprehensive look at I-95 from a planning design, construction, and financing perspective. The consultant team has been invited to give a presentation to the board in May.

f. Listening Session

Mr. Seymour reported that the Congressional Transportation Listening Session scheduled for February 17 was cancelled.

10. Regional Citizens Committee (RCC) Report

Aissia Richardson, RCC Chair, reported the activities from the RCC Meeting of January 18, 2011 and February 15, 2011.

Ms. Richardson read a motion passed by the RCC from their December 15, 2010 meeting as follows:

The RCC supports the successful "rails-to-trails" principle as a highly desirable way to achieve both freight or passenger rail service and pedestrian trails in the same corridor.

Specifically, we believe that the Pennypack Trail, already built, paved, and operating across Northeast Philadelphia as far as Pine Road, should be extended to the banks of the Pennypack Creek and to the proposed Cross County Corridor in eastern Montgomery County. This route should replace the disconnected gravel path built upon the Fox Chase-Newtown rail line between Rockledge Borough and Route 232. Further north, it should incorporate the existing Creek Road Trail, instead of the rail grade.

Such alignment will likely prove to be the least expensive, most promptly achieved, most direct, and most physically attractive routing for the Pennypack Trail.

Non-use of the Fox Chase-Newtown rail grade in this trail alignment will facilitate the ultimate restoration of rail service.

The *Transportation Research Board (TRB) Synthesis 374* entitled: "Preserving Freight and Rail Passenger Corridors and Service" contains many relevant concepts for the Fox Chase-Newtown line, and for other dormant rail corridors in our region such as Quakertown-Hellertown Wawa-Chadds Ford Junction, and the Warminster-New Hope line. Included in the TRB document is the concept of marking dormant corridors at conspicuous points with signs stating that the future use of the grade for freight or passenger services may occur and warning persons in general from detracting in any way from that future use, such as using the right-of-way for dumping or removing material contained in it. The document contains two pictures of such signage actually in use.

We specifically recommend that this practice be used on the right-of-ways listed above.

Ms. Richardson then reported that the current procedures of the RCC have been ineffective, and in order to meet federal guidelines for diversity, broaden

discussion topics, and for RCC work to more closely impact DVRPC plans and programs, the following changes will be instituted starting at the March 2011 RCC meeting.

1. The Work Program Task Force will not meet until May; at that time, it will be tasked with preparing ideas and proposals for the FY2013 DVRPC Planning Work Program.
2. Membership in the Action Task Force will be by appointment, with proportional representation from each of the nine counties in the DVRPC region.
3. The Long-Range Planning Task Force will be put on hiatus until fall 2011, when work will begin on the 2040 Regional Long-Range Plan. Membership will be by appointment, with proportional representation from each of the nine counties in the DVRPC region.
4. A Transportation Funding Task Force will be appointed and will meet following the Action Task Force.
5. The current list serve that a number of members share has now had the RCC and DVRPC affiliation removed. This was intended as a private discourse between RCC members. Some individuals have copied non-members, allowing these individuals to change the tone and purpose of the dialogue. It is now up to each member to decide if he or she wishes to remain on this independent list serve.
6. PA-TEC was asked to remove proprietary DVRPC information from its website because some of the Commission's work has been misconstrued and is now portrayed as if it is in its original format, which it is not. PA-TEC did not respond to this request in the meeting.

11. Committee Reports

The following committee highlights were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Transportation Operations Task Force; (3) Information Resources Exchange Group; (4) Regional Aviation Committee; (5) Delaware Valley Goods Movement Task Force; and (6) Regional Safety Task Force.

OLD BUSINESS

No new business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:50 a.m.

Attachments:

- (1) Resolution No. B-FY11-005
- (2) PCC/RTC Recommendations for February 24, 2011
- (3) RCC Recommendations for February 24, 2011

Additional Documents Distributed to the Board:

- (1) Alert, February 2011

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.