

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of June 23, 2011

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

Membership Present

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

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

Representative

Joyce Paul  
David Kuhn  
James Ritzman  
James Mosca  
David Reiner  
Ronald Henry  
Andrew Paris  
Diane Ellis-Marseglia  
Lynn Bush  
Terence Farrell  
Ronald Bailey  
John Pickett  
Joseph Hoeffel  
Kenneth Hughes  
Leah Arter  
Carol Ann Thomas  
Louis Cappelli, Esq.  
Andrew Levecchia  
Richard Westergaard  
Matthew Lawson  
William Payne  
Rina Cutler  
Edward Williams  
(not represented)

Sandra Brillhart  
(not represented)

|  |                   |
|--|-------------------|
| U.S. Department of Housing and Urban<br>Development, Region III  | (not represented) |
| U.S. Environmental Protection Agency, Region II                  | (not represented) |
| U.S. Environmental Protection Agency, Region III                 |                   |
| Federal Transit Administration, Region III                       | (not represented) |
| Southeastern Pennsylvania Transportation Authority               | Byron Comati      |
| New Jersey Transit Corporation                                   | Marianne Stock    |
| New Jersey Department of Environmental Protection                | (not represented) |
| Pennsylvania Department of Environmental Protection              | Kevin Gallagher   |
| Delaware River Port Authority                                    | (not represented) |
| Port Authority Transit Corporation                               | (not represented) |
| Pennsylvania Department of Community and<br>Economic Development | (not represented) |
| New Jersey Office for Planning Advocacy                          | Katherine Meade   |
| Regional Citizens Committee Chair                                | James Richardson  |

**DVRPC Co-Counsel**

|                         |                 |
|-------------------------|-----------------|
| Pennsylvania Co-Counsel | Thomas Jennings |
| New Jersey Co-Counsel   | Stephen Raymond |

**DVRPC Staff:** Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, John Ward, Thomas McGovern, Elizabeth Schoonmaker, Ted Dahlburg, John Griffies, Zoe Neaderland, Candace Snyder, and Jean McKinney.

**Guests**

|   |                         |
|---|-------------------------|
| Pennsylvania Department of Transportation | Linda Guarini (Dist. 6) |
| PlanPhilly                                | Anthony Campisi         |
| Princeton University                      | Elaine Kornhauser       |
| Princeton Borough                         | Yina Moore              |
| Regional Citizens Committee Member        | Jim Richardson          |

**Call to Order - Chair's Comments**

Chair Joseph Hoeffel, called the meeting to order at 10:00 a.m.

Chair Hoeffel welcomed Ronald Henry the new Pennsylvania Governor's Appointee to the DVRPC Board.

**Public Comments on Non-Agenda Items**

No public comments were heard on non-agenda items.

1. **Minutes of Meeting of May 26, 2011**

On a Motion by Mr. Payne, seconded by Mr. Kuhn, the minutes of May 26, 2011 were approved as distributed.

2. **Transportation Improvement Program (TIP) Actions**

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

a. **PA11-29: Philadelphia Art Museum Improvements (MPMS# 89180), Philadelphia**

PennDOT, on behalf of the Philadelphia Art Museum, has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a project to the TIP, the Philadelphia Art Museum Improvements (MPMS# 89180), and programming final design (\$187,500 Local) and construction in FY11 (\$750,000 DEMO), acknowledging a toll credit match. Construction of this project will be funded by a FY2010 Appropriations Earmark (PA ID# 734) in the amount of \$750,000. Design is being advanced locally.

The funding for this project will provide for planned transportation and safety improvements to D'Harnoncourt Drive, from Kelly Drive to Spring Garden Street. These improvements include replacing an 8 inch water main pipe, repairing and patching roadway, and the construction of sidewalks, curbs, and gutters.

D'Harnoncourt Drive is the main entrance to the Museum for patrons arriving by automobile, cab and public transportation. It's also the main entrance and exit drive for the Museum's new 442 car parking garage completed in 2009. A portion of D'Harnoncourt Drive's sidewalks, curbs and gutters were upgraded as part of the parking garage project. However, the pavement and roadbed of D'Harnoncourt Drive is substandard and deteriorated and needs to be reconstructed. In addition, the remaining sidewalks, curbs, and gutters on D'Harnoncourt Drive are in need of replacement.

Financial constraint will be maintained as this project uses specially marked DEMO funding and local funding provided by the City of Philadelphia. 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 Mr. Ritzman, seconded by Mr. Payne, that the Board approve TIP Action PA11-29, PennDOT's request on behalf of the Philadelphia Art Museum, to amend the FY2011-2014 TIP for Pennsylvania by adding a project to the TIP, Philadelphia Art Museum Improvements (MPMS# 89180), and programming final design (\$187,500 Local) and construction in FY11 (\$750,000 DEMO), acknowledging a toll credit match.

**b. PA11-30: US 1 over PA 213, Maple Avenue Bridge Replacement (MPMS #84086), Bucks County**

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, US 1 over PA 213 Bridge Replacement (MPMS# 84086), and programming construction in FY11 (\$7,723,000 NHS) and FY12 (\$6,000,000 STU/\$4,277,000 NHS), acknowledging a toll credit match.

The project is a component of a much larger \$250,000,000 full reconstruction project on Route 1 (MPMS #13549) that had started design work but is currently on DVRPC's "Illustrative Unfunded List". The bridge is a critical structure with inadequate under-clearance (has been hit by vehicles below), a higher than average accident rate due to short acceleration and deceleration lanes, and creates stacking on the Route 1 mainline. PennDOT District 6 has deemed it important to advance this breakout project at the current time as the larger widening and reconstruction project will not have sufficient funding for many years.

This structurally deficient bridge was constructed in 1967 and was rehabilitated in 1996. The bridge extends approximately 2000 feet to the north and 1500 feet to the south of the PA 213 overpass in Middletown Township. US 1 is a limited access freeway with two lanes in each direction. The proposed project includes reconstructing the bridge, reconstructing and reprofiling US 1 in the vicinity of Maple Avenue to improve the vertical clearance at the overpass, increasing the acceleration and deceleration lengths of the four US 1/Maple Avenue ramps, adjusting the traffic signal at the two signalized intersections at the US 1 interchange ramps with Maple Avenue, and adding a short stacking lane along the US 1 northbound exit ramp. US 1 is a limited access freeway facility and therefore does not permit bicycle/pedestrians use of this facility. No bicycle/pedestrian facilities will be incorporated along PA 213.

This project was discussed with the PA TIP Subcommittee of the RTC in February of 2011, as a potential candidate for the region to use federal "payback" funds that were made available to the region this fiscal year.

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

**c. PA11-31: Walnut Lane Bridge Over Wissahickon Creek Restoration (MPMS #92376), Philadelphia**

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, Walnut Lane Bridge over Wissahickon Bridge Restoration (MPMS# 92376), and programming preliminary engineering (\$250,000 State), final design (\$450,000 State), utility (\$50,000 State) in FY11, and construction in FY11 (\$508,000 STP/\$1,213,000 STU), FY12 (\$2,614,000 STU), and FY13 (\$2,030,000 STU), acknowledging a toll credit match.

The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and currently has an overall condition rating of 5 and a structurally deficient rating of 66.6. This project will provide for the restoration of this bridge to prevent accelerated deterioration to this important structure.

This project was discussed with the PA TIP Subcommittee of the RTC in February of 2011, as a potential candidate for the region to use federal "payback" funds that were made available to the region this fiscal year.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. 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 to approve TIP Action PA11-30 and PA11-31.

The RCC also recommended approval of TIP Action PA11-30 and PA11-31. However, for TIP Action PA11-31 asks that PennDOT incorporate a Complete Streets analysis into this project, particularly regarding safety issues related to the ramps connecting Route 1 to PA 213, as this location is in close proximity to pedestrian destinations and SEPTA bus stops.

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

**MOTION** by Commissioner Ellis-Marseglia, seconded by Mr. Henry, that the Board approve the following TIP Actions:

- (1) PA11-30, PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, US 1 over PA 213 Bridge Replacement (MPMS# 84086), and programming construction in FY11 (\$7,723,000 NHS) and FY12 (\$6,000,000 STU/\$4,277,000 NHS), acknowledging a toll credit match; and
- (2) PA11-31, PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP, Walnut Lane Bridge over Wissahickon Bridge Restoration (MPMS# 92376), and programming preliminary engineering (\$250,000 State), final design (\$450,000 State), and utility (\$50,000 State) in FY11, and construction in FY11 (\$508,000 STP/\$1,213,000 STU), FY12 (\$2,614,000 STU), and FY13 (\$2,030,000 STU), acknowledging a toll credit match.

d. **PA11-32: Approval of Automated Red-Light Enforcement (ARLE) Round 1 Projects (Various MPMS#'s), Various Counties**

PennDOT has requested that DVRPC approve the list of projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 and amend the FY2011-2014 TIP for Pennsylvania by adding the projects to the TIP for construction in FY11 as appropriate (approximately \$11,976,000 State Appropriation 244 for the entire DVRPC region).

Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Statewide, municipalities submitted over 300 applications totaling \$68 million. Projects were scored by PennDOT using criteria that included project benefits and effectiveness, cost, local and regional impact, and cost sharing.

Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators. This revenue is divided equally between the City of Philadelphia and the State, which distributes the money into a grant program. Statewide, municipalities

may apply for these grant moneys to pay for eligible roadway-enhancement, safety, and congestion projects.

The \$8,545,000 will be made available to the City of Philadelphia to advance the following eight projects.

- 1) Traffic Signal Retiming Program (MPMS #TBD), Philadelphia County - \$1,500,000: Funding will be used to analyze/ evaluate traffic signal timings and traffic counts at approximately 400 signalized intersections along various corridors in the City of Philadelphia and develop cost saving operation plans for improved future use.
- 2) Adaptive and Responsive Signal Control (MPMS #TBD), Philadelphia County - \$780,000: Funding will be used to upgrade traffic controllers along with InSync, an Adaptive and Responsive Signal Control system, at key intersections to improve the responsiveness of the City's signal system to time-of-day and day-of-week needs.
- 3) Emergency Battery Back-up (MPMS #TBD), Philadelphia County - \$260,000: Funding will be used to install twenty back-up battery systems to intersections that have had a history of power outages.
- 4) Intersection Modification Program (MPMS #TBD), Philadelphia County - \$2,100,000: Funding will be used to enhance safety at approximately ten intersections by modifying the roadway geometry or reducing intersection turning radii through curb realignment and/or improved markings.
- 5) Migration of Traffic Signals into Traffic Management Central System (KITS) (MPMS #TBD), Philadelphia County - \$1,000,000: Funding will be used for to expand the automated traffic management system (ATMS).
- 6) Low Cost Safety Improvements at High Crash and High Traffic Locations (MPMS #TBD), Philadelphia County - \$2,600,000: Funding will be used to assess high crash locations and develop low cost safety improvements.
- 7) Pedestrian Countdown Signals (MPMS #TBD), Philadelphia County - \$230,000: Funding will be used to procure and install countdown pedestrian signals at approximately one hundred (100) intersections.
- 8) Radar Speed Trailers (MPMS #TBD), Philadelphia County-\$75,000: Funding will be used to procure five radar speed trailers that will monitor and collect data on high-speed roads.

The DVRPC Region was awarded an additional \$3,431,000 to advance the following 24 projects in Bucks, Chester, Delaware, and Montgomery Counties:

- 1) Bensalem Signal Improvements (MPMS #92953), Bucks County- \$36,000:  
Funding will be used for improvements to closed-loop traffic signals.
- 2) Bristol Sign Replacement (MPMS #92954), Bucks County- \$20,758:  
Funding will be used for sign replacements.
- 3) Buckingham Signal Upgrade (MPMS #92955), Bucks County- \$26,950:  
Funding will be used for LED signal upgrades.
- 4) Chalfont Fire Station Warning (MPMS #92956), Bucks County- \$70,000:  
Funding will be used for pedestrian improvements and solar powered fire station warning system.
- 5) New Britain Traffic Control (MPMS #92957), Bucks County- \$34,500:  
Funding will be used for a new traffic control system.
- 6) Nockamixon Traffic Signals (MPMS #92959), Bucks County- \$10,000:  
Funding will be used for upgraded LED traffic signals.
- 7) Perkasie Route 563/Park Ave Signal (MPMS #92960), Bucks County - \$12,500: Funding will be used for emergency preemption signal at Route 563 and Park Avenue.
- 8) Charlestown Traffic Control (MPMS #92961), Chester County - \$9,800:  
Funding will be used for battery backup for traffic controls.
- 9) East Brandywine Traffic Control (MPMS #92962), Chester County - \$30,400: Funding will be used for upgraded traffic controls.
- 10) East Whiteland Traffic Control (MPMS #92963), Chester County - \$183,106: Funding will be used for upgraded electronics for traffic control system.
- 11) Upper Uwchlan Signal (MPMS #92964), Chester County - \$614,625:  
Funding will be used for safety and mobility.
- 12) West Fallowfield Traffic Signal (MPMS #92965), Chester County - \$41,256:  
Funding will be used for traffic signal upgrades.
- 13) Aston Traffic Signal (MPMS #92966), Delaware County - \$33,800:  
Funding will be used for LED traffic signal improvements.



- 14) Haverford Intersection Improvement (MPMS #92967), Delaware County - \$53,500: Funding will be used for an intersection improvement and closed loop traffic signal system.
- 15) Milbourne Pedestrian Safety Improvement (MPMS #92968), Delaware County - \$108,260: Funding will be used for pedestrian safety improvements.
- 16) Tinicum 291 & 420 Improvement (MPMS #92969), Delaware County - \$223,575: Funding will be used for signal improvements at the intersection of Routes 291 and 420.
- 17) Upper Chichester Signs (MPMS #92970), Delaware County - \$18,522: Funding will be used for new signs.
- 18) Yeadon Sign Replacement (MPMS #92971), Delaware County - \$50,000: Funding will be used for replacement signs.
- 19) Newtown Traffic Signals (MPMS #92958), Delaware County - \$87,000: Funding will be used for fiber optics for coordination of traffic signals.
- 20) Hatfield Township (MPMS #92972), Montgomery County - \$782,500: Funding will be used for traffic control upgrades.
- 21) Norristown Traffic Control (MPMS #92973), Montgomery County - \$200,000: Funding will be used for traffic control system and handicapped accessible ramps.
- 22) Plymouth Germantown Signals (MPMS #92974), Montgomery County - \$229,600: Funding will be used for interconnection of four traffic signals along Germantown Pike.
- 23) Upper Dublin Signal Improvement (MPMS #92975), Montgomery County - \$250,000: Funding will be used for signal improvements.
- 24) Upper Merion 202 Signal Timing (MPMS #92976), Montgomery County - \$302,335: Funding will be used for improved signal timing along route 202.

Financial constraint will be maintained as the State Appropriation 244 funds are additional funds to the DVRPC region. The TIP's current conformity finding will not be impacted by this amendment as projects will be included in subsequent regional emissions analysis as required by the current conformity rule.

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

**MOTION** by Commissioner Farrell, seconded by Commissioner Ellis-Marseglia, that the Board approve TIP Action PA11-32, PennDOT's request to approve the list of projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 and amend the FY2011-2014 TIP for Pennsylvania by adding the projects to the TIP in FY11 as appropriate using \$11,976,000 State Appropriation 244 funds.

**e. NJ10-67a: Burlington County Emergency Vehicle Preemption, Phase 2 (DB #D1133), Burlington County**

Burlington County has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Burlington County Emergency Vehicle Preemption, Phase 2 (DB# D1133), and programming construction in FY11 (\$500,000 STP-STU). This project will be funded with available STP-STU funds that the DVRPC subregion may have otherwise lost if not authorized this fiscal year. Funds were made available by other projects that have schedules that have slipped to next year or later.

This project will upgrade 31 existing traffic signal operations upgraded to provide for emergency vehicle preemption along CR 626 and CR 537 in Hainesport, Moorestown, Mt. Laurel Willingboro and Westhampton Townships.

Traffic signal locations to be upgraded on CR 626 include:

Mt Holly Bypass (CR 541) & Rancocas Road (CR 626);  
Beverly-Rancocas Road (CR 626) & Irick Road (CR 637);  
Rancocas Rd. (CR 626) & Municipal Drive  
Beverly Rancocas Road (CR 626) & East Park/Indel Avenue  
Rancocas Bypass (CR 626) & Main Street (CR 635)/Highland Park;  
Rancocas Bypass (CR 626) & Bridge Street (CR 635);  
Beverly-Rancocas Road (CR 626) & Garfield Drive  
Beverly-Rancocas Road (CR 626) & Twin Hills Drive;  
Beverly-Rancocas Road (CR 626) & John F Kennedy Way (CR 633);  
Rancocas Road (CR 626) & Country Club Drive;  
Beverly-Rancocas Road (CR 626) & Salem Road  
Beverly-Rancocas Road (CR 626) & Country Club Plaza, and  
Beverly-Rancocas Road (CR 626) & Rockland Drive.

Signal locations to be upgraded on CR 537 include:

Mt Holly Bypass (CR 541) & Marne Highway (CR 537);  
Marne Highway (CR 537) & Lumberton Road (CR 641)/Broad Street;  
Marne Highway (CR 537) & Creek Road & Rancocas Boulevard;  
Marne Highway (CR 537) & Ark Road/Masonville-Centerton Road (CR 635);  
Marne Highway (CR 537) & Larchmont Boulevard;  
Marne Highway (CR 537) & Hartford Road (686);  
Marne Highway (CR 537) & Briggs Road;  
Westfield Road (CR 614)/Marne Highway (CR 537) & Centerton Road;  
Centerton Road (CR 619) & Marne Highway Extension (CR 537);  
Marne Highway (CR 537) & Lockheed Drive/Young Avenue;  
Marne Highway (CR 537)/Main Street & Marter Avenue (CR 615) Borton Landing Road;  
Marter Avenue (CR 615) & Centerton Road;  
Centerton Road (CR 619) & Young Avenue, and  
Centerton Road (CR 619) & YMCA Drive

Traffic signals along these roadways are interconnected with a fiber-optic communications network and are controlled by the County's Traffic Operations Center in Mt. Laurel. All construction work will occur within existing right-of-way and does not require the relocation of utilities. No changes will be made to the existing pavement width and curbing. Project work includes the installation of electrical equipment in existing roadside traffic signal cabinets. No excavation work is required for the project.

The completion of the project will result in improved emergency vehicle mobility. It will improve both the efficiency of the existing transportation system and roadway safety for all motorists.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The TIP's current conformity finding will not be impacted.

**f. NJ10-67b: CR 543/CR 656 Traffic Signal Upgrade and Safety Project (DB #D1134), Burlington County**

Burlington County has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, CR 543/CR 656 Traffic Signal Upgrade and Safety Project (DB# D1134), and programming construction in FY11 (\$500,000 STP-STU). This project will be funded with available STP-STU funds that the DVRPC subregion may have otherwise lost if not authorized this fiscal year. Funds were made available by other projects that have schedules that have slipped to next year or later.

This project will provide for the expansion of the County's existing Advanced Transportation Management System (ATMS) to include an additional 2.25 miles of Urban Arterial/Collector with three signalized intersections in Florence and Mansfield Townships.

Burlington County's ATMS currently monitors and controls over 100 traffic signals and 250 cameras along County roads, and has improved roadway operations and safety resulting in reduced traffic congestion, fewer accidents, improved air quality and mobility. This project will upgrade existing traffic signals and deploy ITS technologies along the corridor which connects the NJ Turnpike, US Route 130, 1-295, and US Route 206. The locations of the existing traffic signals include: CR 656 (Florence-Columbus Rd.) & CR 660 (Old York Rd.); CR 656 (Florence-Columbus Rd.) & CR 543 (Burlington-Columbus Rd.), and CR 543 (Columbus Rd.) & CR 628 (Jacksonville-Hedding Rd.).

These traffic signals will be interconnected with a fiber-optic communications network which will be connected to the County's Traffic Operations Center in Mt. Laurel. The County's ATMS will collect and analyze traffic flow data and adjust signal timings providing a real-time traffic responsive signal operation. In addition to the closed loop operations, this project deploys incident management technologies; such as, Closed Circuit Television Cameras (CCTV), which will be connected to both the County Engineer's Office and County's 911 Operations Center.

All construction work will occur within existing right-of-way and does not require the relocation of utilities. No changes will be made to the existing pavement width and curbing. All traffic signal work will be in accordance with MUTCD standards. Overall, this project will improve the efficiency of the existing transportation system and will improve safety for all roadway users.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The TIP's current conformity finding will not be impacted by this amendment as this project will be included in subsequent regional emissions analysis as required by the current conformity rule.

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

**MOTION** by Ms. Thomas, seconded by Mr. Lawson, that the Board approve the following TIP Actions:

- (1) NJ10-67a, Burlington County's request that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Burlington County Emergency Vehicle Preemption, Phase 2 (DB# D1133), and programming construction in FY11 (\$500,000 STP-STU).
- (2) NJ10-67b, Burlington County's request that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, CR 543/CR 656 Traffic Signal Upgrade and Safety Project (DB# D1134), and programming construction in FY11 (\$500,000 STP-STU).

**g. PA11-33: PA 252 Underpass and US 30 Intersection (MPMS# 85062), Chester County**

Chester County has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by advancing a study to a construction project and adding Preliminary Engineering (\$140,000 CMAQ, \$35,000 State 581) in FY11, Final Design (\$140,000 CMAQ, \$35,000 State 581) in FY12, Utility (\$40,000 CMAQ, \$10,000 State 581) in FY12, and Construction (\$1,020,000 CMAQ, \$255,000 State 581) in FY12 for the PA 252 Underpass/US 30 Intersection project (MPMS #85062) and removing the "Study" component from the project description. This project is a component of the Paoli Transportation Center Road Improvements project (MPMS #47979) and implements some of the short term solutions recommended by the Feasibility Study for the PA 252 Underpass and US 30 Intersection undertaken using DEMO funds for that location. The long term improvement of a new railroad bridge at the intersection to address the safety, congestion, and bottleneck approaching the intersection is beyond the fiscal capabilities of the region at this time, but the available earmark for the location is described as "Bridge reconstruction and road widening on Route 252 and Route 30 in Tredyffrin Township, Pennsylvania." The proposed short term improvements to improve the pedestrian crossings signal timing, and lane configurations are ineligible for the remaining earmark funding. To that end, FY11 and FY12 CMAQ funding will be shifted from Paoli Transportation Center Road Improvements project MPMS #47979 to this MPMS #85062 as the first breakout improvements for the Paoli Transportation Center Roadway improvements. A working group comprised of stakeholders for the Paoli Transportation Center has been meeting to work to develop a plan for implementing improvements in the area. This project includes improvements that will help to reduce congestion and increase safety near the intersection of PA 252 and US 30 and include upgrades to the traffic signal to provide a left turn phase, signal timing, pedestrian improvements, lane reconfigurations, and striping.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. 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 unanimously adopted the following **motion**:

**MOTION** by Commissioner Farrell, seconded by Ms. Cutler, that the Board approve TIP Action PA11-33, Chester County's request that DVRPC amend the FY2011-2014 TIP for Pennsylvania by advancing a study to a construction project and adding Preliminary Engineering (\$140,000 CMAQ, \$35,000 State 581) in FY11, Final Design (\$140,000 CMAQ, \$35,000 State 581) in FY12, Utility (\$40,000 CMAQ, \$10,000 State 581) in FY12, and Construction (\$1,020,000 CMAQ, \$255,000 State 581) in FY12 for the PA 252 Underpass/US 30 Intersection project (MPMS #85062) and removing the "Study" component from the project description.

**h. NJ10-67d: Maple Shade Township Special Projects Road Program (DB #D0903), Burlington County**

Maple Shade Township has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Maple Shade Township Special Projects Road Program (DB# D0903), and programming construction in FY11 (\$800,000 DEMO). This project will be funded by an \$800,000 SAFETEA-LU Earmark (FED ID# 2728/NJ ID# 208).

This program includes the reconstruction of three sections of roadway: School House Lane from Old Kings Highway to Route 41, west Mill Road from Route 38 to South Fork Landing Road, and East Mill Road from South Fork Landing Road to Fellowship Road (CR 610). The existing roadway of School House Lane has deteriorated to a point where safety has become a major concern. The existing roadway also has potholes and inadequate surface drainage. The township proposes to complete a full reconstruction of the roadway and a 5 foot wide stone shoulder to mitigate erosion at the low point of the roadway. The existing roadway on West Mill Road and East Mill Road has also deteriorated and has had numerous utility cuts throughout its entire length. The township proposes to complete a full reconstruction of the roadway and other improvements such as eliminating the barriers through the installation of curb cuts and ramps at the intersections along Mill Road, upgrading all the existing ramps that do not meet ADA standards and utilities in the roadway, replacing the concrete curbs and sidewalks are needed, the installation of detectable



warning strips to aid the visually impaired, crosswalk striping and stop bars, new sewer frames and grates.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds. The TIP's current conformity finding will not be impacted by this amendment as project is exempt from the regional Air Quality Analysis.

Favorable recommendation was received from the PCC/RTC to approve TIP Action NJ10-67d.

The RCC recommended that the Board **not** approve TIP Action NJ10-67d. More information is needed regarding the specifics of Schoolhouse Lane, and whether Holman Automotive, a private facility, has been asked to contribute to the cost of the roadway improvements.

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

**MOTION** by Mr. Lawson, seconded by Mr. Kuhn, that the Board approve TIP Action NJ10-67d, Maple Shade Township's request to amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Maple Shade Township Special Projects Road Program (DB# D0903), and programming construction in FY11 (\$800,000 DEMO).

i. **NJ10-68a: Gloucester County pedestrian Pushbutton Replacement (DB #D1135), Gloucester County**

Gloucester County has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Gloucester County Pedestrian Pushbutton Replacement (DB# D1135), and programming construction in FY11 (\$250,000 STP-STU). This project will be funded with available STP-STU funds that the DVRPC subregion may have otherwise lost if not authorized this fiscal year. Funds were made available by other projects that have schedules that have slipped to next year or later.

This project will provide for the replacement of all pedestrian push buttons at 96 intersections throughout Gloucester County. Currently, Gloucester county pedestrian push buttons meet NJDOT current standards; however, they are small and do not provide additional pedestrian assurances in non-visual measures that the button has been activated. Gloucester County is seeking to replace the existing buttons with large metallic disk buttons with an audible tone and light for greater accessibility for those with visual and hearing disabilities.

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

**j. NJ10-68b: CR 553, Buck Road Resurfacing and Safety Improvements (DB# D1137), Gloucester County**

Gloucester County has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, CR 553, Buck Road Resurfacing and Safety Improvements (DB# D1137), and programming construction in FY11 (\$2,000,000 STP-STU). This project will be funded with available STP-STU funds that the DVRPC subregion may have otherwise lost if not authorized this fiscal year. Funds were made available by other projects that have schedules that have slipped to next year or later.

This project will provide for milling 3 inches of the existing bituminous surface and replacing with 3 inches of new bituminous riding surface for 2.7 miles along Buck Road from approximately 1000 ft north of the Clayton Avenue/Silver Lake Road, CR608, intersection south to the Salem/Gloucester County line in Franklin and Elk Townships. The project also includes the installation of a new traffic signal with solar panels at CR 608; removal and replacement in-kind of the existing easterly bridge parapet at Reed Branch; the upgrade of guiderail along the entire length of the project, and the upgrade of pedestrian facilities at Garrison Lake and at the existing traffic signal at Elk Road. Pedestrian facilities will also be incorporated into the design of the new traffic signal at CR 608. No right of way acquisition is required for this project. This project is ready to advance to construction.

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

**k. NJ10-69a: Mercer County Rumble Strips (DB #D1136), Mercer County**

Mercer County has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Mercer County Rumble Strips (DB #D1136), and programming construction in FY11 (\$200,000 STP-STU). This project will be funded with available STP-STU funds that the DVRPC subregion may have otherwise lost if not authorized this fiscal year. Funds were made available by other projects that have schedules that have slipped to next year or later.



FHWA recommends centerline rumble stripes as a crash mitigation measure on undivided high speed roads with a crossover crash history or curves. This project will provide for the construction of centerline rumble strips with assured pavement longevity at 18 locations, a total of 27,171 linear, in Mercer County. These locations include: Allentown-Yardville Road, milepost 4.168 to 4.351; Robbinsville-Edinburg Road, milepost 4.105 to 4.257; Robbinsville-Edinburg Road, milepost 5.025 to 5.221; Quakerbridge Road, milepost 6.140 to 6.541; Penn-Law Road (CR 546) West of US 206, milepost 7.952 to 8.124; Etra Road, milepost 32.369 to 32.540; Etra Road, milepost 31.515 to 31.970; Princeton-Hightstown Road, milepost 37.434 to 37.652; Princeton-Hightstown Road, 38.372 to 38.180; Bear Tavern Road, milepost 5.830 to 7.645; Scotch Road at Cemetery, milepost .437 to .510; Cranbury Road, milepost 1.158 to 1.282; Cranbury Road, milepost .387 to .526; Whitehead Road under US 1, milepost .847 to 1.059; Penn-Rocky Hill (Centerville) Road, milepost 1.797 to 1.973; Clarksville South of NEC bridge, milepost 1.374 to 1.521; Clarksville N of NEC bridge 1.547 to 1.657, and Pennington Hopewell Road, milepost .367 to .577.

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

**I. NJ10-69b: Mercer County Safety School Zone Speed Control (DB #D1138), Mercer County**

Mercer County has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Mercer County Safety School Zone Speed Control (DB# TBD), and programming construction in FY11 (\$450,000 STP-STU). This project will be funded with available STP-STU funds that the DVRPC subregion may have otherwise lost if not authorized this fiscal year. Funds were made available by other projects that have schedules that have slipped to next year or later.

The flasher upgrade will convert mast mounted flashers to arm mounted flashers with approaching vehicle speed detection and indicator devices in school zones. The funding will allow 9 locations in Mercer County to be upgraded at a cost of \$50,000 per location.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions NJ10-68a, NJ10-68b, NJ10-69a, and NJ10-69b.

The RCC also recommended approval of TIP Actions NJ10-68a, NJ10-68b, NJ10-69a, and NJ10-69b. However, for TIP Action NJ10-68b and NJ10-69a that a further study needs to be done on Center Line rumble strips and how they impact automotive behavior in relation to bicyclists.

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

**MOTION** by Mr. Westergaard, seconded by Ms. Thomas, that the Board approve the following TIP Actions:

- (1) NJ10-68a, Gloucester County's request to amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Gloucester County Pedestrian Pushbutton Replacement (DB# D1135), and programming construction in FY11 (\$250,000 STP-STU).
- (2) NJ10-68b, Gloucester County's request to amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, CR 553, Buck Road Resurfacing and Safety Improvements (DB# D1137), and programming construction in FY11 (\$2,000,000 STP-STU).
- (3) NJ10-69a, Mercer County's request to amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Mercer County Rumble Strips and School Zone Speed Control (DB# D1136), and programming construction in FY11 (\$200,000 STP-STU).
- (4) NJ10-69b, Mercer County's request to amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Mercer County Safety School Zone Speed Control (DB# TBD), and programming construction in FY11 (\$450,000 STP-STU).

**m. NJ10-70: Paratransit Vehicles (Various DB#'s), Various Counties  
South Jersey Transportation Authority (DB #D0601)  
Camden County Bus Purchase (DB #D0601)  
Mercer County Bus Purchase (DB #D1011)**

NJ Transit has requested on behalf of South Jersey Transportation Authority (SJTA), Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE), and Senior Citizens United Community Services

(SCUCS, Sen-Han Transportation) that DVRPC modify the FY2010-2013 TIP for New Jersey by increasing the funding in FY11 by a total of \$525,000 STP-STU for the following paratransit services: Camden County Bus Purchase (DB# D0601), Mercer County Bus Purchase (DB# D1011) and South Jersey Transportation Authority (DB #D0601). Mercer County TRADE requests \$130,000 to be used for the purchase of two replacement mini-buses. SCUCS/Sen-Han of Camden County requests \$255,000 STP-STU to be combined with \$200,000 CMAQ already programmed in FY11 and FY12 of the current FY2010 NJ TIP to be used for the purchase of five replacement mini-buses. The SJTA requests \$140,000 to be used for the purchase of one replacement large mini-bus.

These programs provide a combination of fixed route, subscription, and demand responsive services for a variety of trip purposes, including employment, non-emergency medical, nutrition, personal business, and shopping trips.

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

Favorable recommendation from the PCC/RTC that the Board approve TIP Action NJ10-70.

The RCC also recommended approval, however, the RCC recommends that natural gas vehicles be purchased when possible.

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

**MOTION** by Freeholder Cappelli, seconded by Mr. Williams, that the Board approve TIP Action NJ10-70, the request by NJ Transit on behalf of the South Jersey Transportation Authority (SJTA), Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE), and Senior Citizens United Community Services (SCUCS, Sen-Han Transportation) to modify the FY2010-2013 TIP for New Jersey by increasing the funding in FY11 for Camden County Bus Purchase (DB# D0601) with \$255,000 STP-STU, Mercer County Bus Purchase (DB# D1011) with \$130,000 STP-STU, and South Jersey Transportation Authority (DB #D0601) with \$140,000 STP-STU (note that a new DB # will be assigned to SJTA if deemed necessary by NJ Transit).

### 3. DVRPC Fiscal year 2011 Planning Work Program Amendments

#### a. Sign Management Planning Initiative

Charles Dougherty, DVRPC Director, Technical Services Division, explained to the Board that the Local Sign Upgrade and Management Planning Initiative will be used to develop a systematic program that will manage roadway sign inventories. Development of the system will include the evaluation and inventory of warning and guide signs in accordance with Part II, Section 2A.08 of the 2009 Edition of the Manual on Uniform Traffic Control Devices. In addition, the system could provide database tools for use in the creation of contract documents for sign replacement projects. The project is necessary to ensure the Cities and Counties are in full compliance with the new FHWA retro-reflectivity requirements for road signs.

The estimated cost is \$464,000 funded via the FY 2010 TIP for New Jersey.

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

**MOTION** by Ms. Thomas, seconded by Mr. Lawson, that the Board amend the DVRPC FY 2012 Planning Work Program to include the Sign Management Planning Initiative. Further, that the Board approve TIP action NJ10-71, DVRPC's request to modify the FY2010-2013 TIP for New Jersey by drawing \$464,000 of STP-STU funds from DB #D026 Future Projects Line Item and transferring those funds to the Metropolitan Planning line item (DB #X30A) and programming a PLS (Planning Study) phase in FY11 for \$464,000 to fund the FY2012 UPWP item.

#### b. Norristown High Speed Line King of Prussia Extension Alternatives Analysis

Chris Puchalsky, DVRPC Associate Director, Technical Services Division, Office of Modeling and Analysis, explained to the Board that SEPTA is proceeding with the next phase of planning for an extension of the SEPTA Norristown High Speed Line (NHSL) to King of Prussia. The planning efforts required for an updated and refined NHSL extension project would include an update of the Alternatives Analysis, consideration of any possible new alignments, a review of capital and operating costs, and new ridership modeling. DVRPC will provide revised analysis of previous alternatives plus possible new alternatives on the Norfolk Southern Turnpike / Exelon alignment. The analysis will include both ridership forecasts and FTA prevailing user benefits calculations. DVRPC will

also assist SEPTA and the project team in preparing cost estimates and environmental screening.

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 amend the FY 2012 Planning Work Program to include the Norristown High Speed Line King of Prussia Extension Alternatives Analysis.

#### **4. Adoption of 2011 Regional Congestion Management Process (CMP)**

Zoe Neaderland, DVRPC Manager, Office of Transportation Safety and Congestion Management, explained to the Board that a Congestion Management Process (CMP) is a systematic process for managing congestion. It identifies multimodal strategies for all locations in the region to enhance the ability of people and goods to reach their destinations. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the TIP. At DVRPC, the 2006 CMP was the first response to the new approach required by TEA-21. The 2009 update strengthened the use of analysis as a consideration in strategy development. The 2011 CMP continues to refine the process, as well as make technical advances such as using archived operations data to assess system reliability and incorporating transportation security planning. DVRPC's efforts have been steadily recognized at the federal level, including as one of six case studies in the latest FHWA *CMP Guidebook*.

The CMP results in publications for various audiences. The most-used publication is the *Overview* (distributed to the Board), which serves as an executive summary of the *CMP Report*. The *Report* includes each congested corridor divided into subcorridors, with a unique set of strategies for each one. This is also provided on the DVRPC web site in static and interactive forms. Other CMP publications include the *Status of Supplemental Projects*, newsletters to educate participants in corridor studies, and *Using Operations Data for Planning in the Delaware Valley*.

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

**MOTION** by Mr. Lawson, seconded by Ms. Cutler, that the Board adopts the 2011 Congestion Management Process (CMP) to help minimize congestion and advance toward regional goals in a coordinated manner.

## **5. DVRPC Annual Self-Certification of the Regional Transportation Planning Process**

Donald Shanis, DVRPC Executive Deputy Director, explained to the Board that Federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration and the Federal Transit Administration that its transportation planning process addresses the major issues facing the area and is being conducted in accordance with all applicable requirements.

The regulation lists specific requirements which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP and Long Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long Range Plan, and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704., Equal Employment Opportunity Guidelines for Grant Recipients.
6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.

8. Congestion Management System requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

Dr. Shanis mentioned one area which DVRPC was cited as not being fully compliant was item 6 with reference to disadvantaged business enterprise (DBE) programs. DVRPC has been addressing this issue and PennDOT held meetings to educate DVRPC on how to develop goals and objectives toward better DBE practices.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommended approval. Further, the RCC requests that there be more communication between municipal and county governments regarding projects that may have impacts that cross municipal boundaries. Also, the RCC notes that the voting procedures currently utilized by the RCC and the Action Task Force are not what is posted on DVRPC's website. Mr. Seymour noted that this has since been addressed.

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

**MOTION** by Mr. Kuhn, seconded by Freeholder Cappelli, that the Board adopt Resolution No. B-FY11-007 (copy attached) certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing SAFETEA-LU, the Clean Air Act Amendments, and other federal legislation.

## **6. Election of Fiscal Year 2012 DVRPC Board Officers**

Barry Seymour, Executive Director announced the candidates for Board Officers for Fiscal Year 2012 as follows:

Chair: Louis Cappelli, Freeholder, Camden County

Vice Chair: Andrew Paris, Pennsylvania Governor's Policy and Planning Office

Secretary: Diane Ellis-Marseglia, Commissioner, Bucks County

Treasurer: Brian Hughes/Donna Lewis, Mercer County

There were no nominations from the floor and the nominations were closed.

On a **motion** by Commissioner Farrell, seconded by Ms. Arter the Board unanimously elected the recommended slate of DVRPC Board Officers for FY 2012.

## **7. One Minute Reports**

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

Ronald Henry, Pennsylvania Governor's Appointee, as a new appointee to the Board, thanked the Pennsylvania Board members for their help.

Katherine Meade, New Jersey Office of Planning Advocacy reported work is continuing on the State Strategic Plan.

Andrew Paris, Pennsylvania Governor's Policy & Planning Office, reported that the Governor's Transportation Funding Advisory Commission is continuing its work in considering new options for transportation funding streams. A report is due to be issued by the end of July, 2011.

David Kuhn, New Jersey Department of Transportation, urged the New Jersey counties to get all projects submitted for the New Jersey TIP before the deadline.

Leah Arter, Burlington County, reported that Burlington County approved a \$30 million improvement program for roads and bridges. These are a combination of Federal, State and Local funds for improvements to repave 17 roads, bridge repairs, traffic signal upgrades, guiderail replacement, and restriping and pedestrian crossings.

John Pickett, Delaware County, reported that the Delaware County Council awarded a \$1.2 million contract using stimulus funds to install a 300 kilovolt solar panel ray on the Government Center Building to generate electricity to offset power bills.

Commissioner Farrell, Chester County, reported that a meeting with PennDOT, AMTRAK, and FTA is scheduled to discuss the Coatesville train station. In addition, PennDOT is holding a design charrette in Parkesburg to view the improvements to that train station. Chester County is also examining initiatives for US 202 and will be requesting improvements for the intersection of US 202 and Street Road.

Freeholder Cappelli, Camden County, thanked Commissioner Hoeffel for his service as Chair to the DVRPC Board for FY 2011.



Commissioner Hoeffel, Montgomery County, reported that the US 422 Tolling Proposal was presented to the Governor's Funding Advisory Commission. The proposal has met with some controversy and opposition, however, efforts will move forward to get the proposal recommended to the Governor and, in turn, the Governor will hopefully vie for enabling legislation.

Commissioner Hoeffel also reported that the DVRPC was well received at the Active Transportation Summit held on June 23, 2011 promoting regional trails.

## **7. Executive Director's Report**

### **a. US 422 Tolling Proposal**

Mr. Seymour reported that DVRPC will continue presenting the US 422 Tolling Proposal to educate citizens on how roads can be funded.

### **b. Active Transportation Summit**

Mr. Seymour informed the Board that a component of the Active Transportation Summit is a significant grant DVRPC received from the William Penn Foundation who provided \$10 million to create a regional trails program.

### **c. Regional Trail Project Proposals**

A call for Regional Trail Project proposals are due in to DVRPC by July 8, 2011. DVRPC staff has reached out extensively throughout the region to local governments and advocacy organizations. The goal is to highlight the key segments and missing links within the regional network. The first round of projects will go through a review and selection committee then be presented to the Board for approval.

### **d. Transportation and Community Development Initiatives (TCDI) Call for Proposals**

Mr. Seymour reported that the TCDI call for proposals will be made available by June 27, 2011. The TCDI program consists of planning grants that are available to local governments. A total of \$1 million is available for New Jersey and \$1.2 million for Pennsylvania. The proposals will be due September 1, 2011 and the recommended selection of projects will be presented to the Board for approval.

e. Classic Towns of Greater Philadelphia

Mr. Seymour reported that the Classic Towns of Greater Philadelphia Program markets the smaller unique towns and neighborhoods in the region. Three new communities have joined the program: Lansdale, Montgomery County, Kennett Square, Chester County, and Bordentown City, Burlington County. A trolley tour (flyer distributed to the Board) is scheduled for July 27, 2011 from 8:30 a.m. to 4:30 p.m. to promote this program. The tour will be visiting Ardmore and Manayunk.

f. ITS America Award

Mr. Seymour reported that ITS America recognized the New Jersey Department of Transportation and the Turnpike Authority for their innovative approach for traveler information.

g. DVRPC Board Retreat

Mr. Seymour announced that the DVRPC Board Retreat is scheduled for September 22, 2011. As part of the retreat, the DVRPC Excellence Awards will be given. Mr. Seymour also asked the Board to submit any recommendations for a specific project or individual.

h. Housing and Urban Development (HUD) – Sustainable Communities Regional Grant Program

Mr. Seymour reported that DVRPC had submitted an application to the Housing and Urban Development (HUD) in 2010 for the Sustainable Communities Regional Grant Program. Forty-five grants were awarded out of 255 applicants, however, DVRPC was not selected. HUD announced that there will be a second round of planning grants for that program and DVRPC would like to again work with their partners to submit another application.

**8. Regional Citizens Report (RCC)**

James Richardson reported that the participation at the RCC meetings has increased.

A resolution was introduced by Jerry Lutin and unanimously approved by the RCC. Mr. Richardson then read the resolution to the Board (attached within the RCC recommendations for June 23, 2011 as part of these minutes).

Mr. Seymour mentioned the letter (distributed to the Board) from Jon Frey, Pennsylvania Transit Expansion Coalition, with reference to the appointment of RCC members who have the right to vote at the RCC Action Task Force subcommittee.

## **9. Committee Reports**

The following Committee Highlights were distributed to the Board for their review:

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Regional Citizens Committee; (3) Information Resources Exchange Group;
- and (5) Regional Aviation Committee.

## **OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:30 a.m.

## **Attachments:**

- (1) PCC/RTC Recommendations for June 23, 2011
- (2) RCC Recommendations for June 23, 2011
- (3) Resolution No. B-FY11-007

## **Additional Documents Distributed to the Board:**

- (1) Alert, June 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](http://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.