

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
FEBRUARY 19, 2002**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of January 15, 2002 were approved as mailed.

CHAIRMAN'S REPORT:

Patrick Starr turned to Ajay Creshkoff, who gave a testimonial to John Gardner who passed away on February 16, 2002.

Mr. Starr then reviewed the actions taken by the DVRPC Board on January 24, pointing out that DVRPC does have a representative on the Harrisburg-Wilmington Freight Study; Dr. Don Shanis serves in that capacity and will take the RCC's request for a seat on the task force to them for an answer. He also noted that the Board advised RCC members to take their comments regarding the Schuylkill Valley Metro (SVM) to SEPTA during the public comment period for the SVM DEIS. Mr. Starr also announced that DVRPC will hold its first Annual Dinner on June 5, 2002 at the Four Season Hotel.

Mr. Starr stated that two representatives were needed to serve on the committee to review the Transportation and Community Development (TCDI) applications. He asked Barry Seymour, DVRPC Assistant Executive Director for Regional Planning, to review the commitment needed by anyone who would volunteer to serve. Separate committees will be established for Pennsylvania and New Jersey. Warren Strumpfer volunteered to serve on the New Jersey committee; Finley Shapiro, Pat Horrocks and Patrick Starr volunteered for the Pennsylvania committee. Ballots were collected and Patrick Starr was chose to represent the RCC on this committee.

**TRANSPORTATION MANAGEMENT ASSOCIATION (TMA) AND MOBILITY
ALTERNATIVES PROGRAM (MAP) WORK PROGRAMS FOR FY 2003:**

Sarah Oaks, DVRPC Senior Transportation Planner, stated that the PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public/private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. In FY 2002, PennDOT requested that DVRPC assume joint oversight of work program development and execution.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and

Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City. The individual Work Programs give a description of the work each of them plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, and PennDOT staffs. The TMAs have applied for the maximum of \$160,000 each. The application package totals \$960,000.

Ms. Oaks then explained that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion and involved businesses, schools and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: the Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. The individual work programs give a description of the work which will be undertaken in FY 2003.

The TMAs have applied for the maximum of \$67,450 each; the Mayor's Office for \$77,750; and SEPTA for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations and Marketing efforts. The application package totals \$816,000; this budget is the same as in previous years.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Miles Day) to recommend that the DVRPC Board approve and forward to PennDOT for its approval the FY Transportation Management Association grant applications for a total of \$960,000. The RCC also recommended that the Board approve and forward to PennDOT for its approval the FY 2002 Mobility Alternatives Program for a total of \$816,000.

MOTION CARRIED. (See Item A on voting record.)

PENNVEST APPLICATIONS:

Barry Seymour explained that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment and stormwater management projects. The program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. Limited grant funds are also available. PENNVEST has forwarded four applications to DVRPC for review for consistency with the regional plan.

Bucks County

- Ivyland Borough - Request for a loan of \$139,328 to replace deteriorated stormwater infrastructure to relieve existing flooding problems in the borough.

Delaware County

- Morton Borough - Request for a loan of \$407,675 to replace 2325 linear feet of existing sanitary sewer lines and related work to reduce infiltration into the sewer system.

Chester County

- Trammell Crow Northeast Metro - Request for a loan of \$1,172,400 to construct 12,351 linear feet of sewer lines, decommission an existing pump station, construct new manholes and restore roads as needed to connect the proposed Atwater corporate office complex in Tredyffrin and East Whiteland townships to public sewers. The project would also upgrade the existing sewer service to 100 existing homes and businesses in the area.
- Trammell Crow Northeast Metro - Request for a loan of \$770,500 to construct 11,181 linear feet of drinking water lines, fire hydrants and related equipment to provide drinking water to the Atwater corporate office complex.

These projects serve to correct existing infrastructure deficiencies, reduce problems of flooding or pollution, and are located in Future Growth Areas as designated in the DVRPC Year 2025 Plan. As such, all four projects are consistent with the goals and policies of the regional plan.

Discussion: Larry Shaeffer questioned whether the Ivyland project met the standards of Act 167 which calls for a water quality component. Mr. Seymour answered that if Bucks County supported the project, then DVRPC assumed that such qualifications are taken into account.

DVRPC reviews the project for its consistency with the Year 2025 Plan and whether it is in an appropriate area for infrastructure investment. The committee also discussed the appropriateness of expanding infrastructure at Trammell Crow where Turnpike slip ramps are planned.

Committee members felt that DVRPC should be leading the way in redirecting growth to

the City of Philadelphia and inner ring suburbs. Dennis Winters questioned whether DVRPC wants to provide a public subsidy to growth in this area. Linda Ingenthron noted that the township and county approved this application and did so based on traffic issues; local perspectives should be taken into account. The committee also asked that aerial photos of areas relevant to PennVest applications be provided in the future.

ACTION TAKEN BY COMMITTEE:

MOTION (by Larry Shaeffer, seconded by Dennis Winters) to recommend that the DVRPC Board approve the Ivyland Borough request for a loan of \$139,328 to replace deteriorated stormwater infrastructure to relieve existing flooding problems in the borough. The committee also urges that the borough use the best stormwater management practices concerning water quality and quantity.

MOTION CARRIED. (See Item B on voting record.)

MOTION (by Cathy Zukoski, seconded by Dennis Winters) to recommend that the DVRPC Board approve the Morton Borough request for a loan of \$407,675 to replace 2325 linear feet of existing sanitary sewer lines and related work to reduce infiltration into the sewer system.

MOTION CARRIED. (See Item C on voting record.)

MOTION (by Linda Ingenthron, seconded by Miles Day) to recommend that the DVRPC Board approve the Trammel Crow application for a loan of \$1,172,400 to construct 12,351 linear feet of sewer lines, decommission an existing pump station, construct new manholes and restore roads as needed to connect the proposed Atwater corporate office complex in Tredyffrin and East Whiteland townships to public sewers. The project would also upgrade the existing sewer service to 100 existing homes and businesses in the area. The motion also includes the request for a loan of \$770,500 to construct 11,181 linear feet of drinking water lines, fire hydrants and related equipment to provide drinking water to the Atwater corporate office complex.

MOTION FAILS. (See Item D on voting record.)

CHANGES IN 2025 POPULATION FORECASTS AT THE REGIONAL, COUNTY AND MUNICIPAL LEVELS:

Mr. Seymour noted that DVRPC prepares and utilizes long-range population forecasts as an essential element in all transportation and regional planning analysis, including area corridor studies, air quality modeling, and the long-range plan.

Current population forecasts at the municipal level to the Year 2025 were adopted by

the DVRPC Board on December 3, 1999, based on county and regional control totals adopted June 24, 1999. Federal regulations under TEA-21 require that the MPO maintain a 20-year planning horizon for all transportation planning activities.

The release of the Year 2000 Census population data presents an opportunity to review and revise these forecasts to assure that the most current and accurate data is used as the basis for the forecasts. Working with each member county planning staff, the county and municipal forecasts were revised, utilizing the year 2000 Census data as the baseline year. Upon adoption, these new municipal and county forecasts will be used by DVRPC in all regional and transportation planning activities.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board adopt the revised Year 2025 regional, county and municipal populations forecasts.

MOTION CARRIED. (See Item E on voting record.)

TIP ACTIONS PA0159 AND NJ0207:

Dennis Winters, RCC Transportation Subcommittee Chair, reported that the Transportation and Community Development Initiative (TCDI) is a program developed by DVRPC to provide funds to municipalities for non-capital projects, such as planning, analysis or design initiatives for programs that enhance development or redevelopment and improve the efficiency of the regional transportation system. The intent of the program is to reverse the trends of disinvestment and decline in a number of the region's core cities and first generation suburbs.

TCDI grants will be targeted to those communities where additional growth would be appropriate and support the regional plan but will require direct action to assist or stimulate the development market. Municipalities that meet any one of three criteria are eligible. The criteria include:

- municipalities designated as *revitalizing centers* in the long-range plan;
- municipalities that have lost 5% or more in population between 1990 and 2000 and are designated as *future growth areas* in the long-range plan; or
- municipalities where the median household income is less than 75% of their respective county average and are designated as *future growth areas* in the long-range plan.

Communities not included in the above can submit a statement of need to be considered for a grant. Applications are due to DVRPC by April 10, 2002; the Board will act to award the grants at its May 23, 2002 meeting.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action PA0159 and TIP Action NJ0207, DVRPC's request to amend the FY 2001-2004 Pennsylvania TIP and the FY 2002-2004 New Jersey TIP by adding a new project in each TIP, the Transportation and Community Development Initiative (TCDI). In Pennsylvania, TCDI (TIP #0597) will include \$1.25 million for project funding in FY 2002. In New Jersey, TCDI (DB #D0204) will include \$500,000 for project funding and \$50,000 for program administration in FY 2002.

MOTION CARRIED. (See Item F on voting record.)

TIP ACTION PA0157 (PENNDOT):

PennDOT has requested that DVRPC amend the FY2001-2004 TIP for PA. The request is to increase the total cost of the Germantown Ave. Bridge project by adding \$3.625 million to the FY02 construction phase. The cost estimate has increased due to scope changes requiring additional structure and approach roadway work combined with the delay in the construction schedule. Scope changes include measures to calm traffic, more extensive roadway resurfacing and striping than originally planned, several aesthetic additions (including an on-bridge pedestrian plaza area), new lighting and related measures. These changes were added due to concerns of the surrounding community. Further, there is additional work required to ease the construction process, including utility work and mitigation for the long detour. Three traffic signals will be upgraded and new striping patterns will be installed on the detour routes.

In addition, PennDOT has requested that DVRPC amend the FY2001-2004 TIP to increase the total cost of the Ogontz Ave. Signal Improvement project by adding \$1.95 million to the FY02 construction phase. The project has grown to include street lighting modernization, as requested by elected officials and community groups. Additionally, the project, which as originally scoped included signal modernization at 29 intersections, has expanded to include additional channelization islands and other pedestrian safety/traffic calming measures.

Also beyond the original scope is the complete realignment of 7 intersections which have multiple legs and odd-angle approaches for the purposes of more efficient/safe traffic flow and better-defined pedestrian paths.

The subcommittee recommends that the RCC approve this action. The subcommittee also urges the RCC to ask for a copy of the agreement, when available, between PennDOT and the City of Philadelphia regarding maintaining islands and to voice its preference for landscaped islands as characterized by context sensitive design.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action PA0157, PennDOT's request to modify the FY 2001-2004 Pennsylvania TIP by adding \$3.444 million to the FY 2002 construction phase of the Germantown Avenue Bridge project (TIP #9308); and PennDOT's request to modify the FY 2001-2004 Pennsylvania TIP by adding \$1.95 million to the FY 2002 construction phase of the Ogontz Avenue Signal Improvement project (TIP # 9735). The RCC also requests a copy of the agreement, when available, between PennDOT and the City of Philadelphia regarding maintaining islands and voices its preference for landscaped islands as characterized by context sensitive design.

MOTION CARRIED. (See Item G on voting record.)

(NOTE: Staff investigated this request and discovered that there is no such agreement between the City and PennDOT because Ogontz Ave. is not a state highway. Therefore, the City will maintain it. Current plans call for primarily concrete islands but the City is currently working with some small community associations that are interested in a more context sensitive design.)

TIP ACTION PA0158 (DELAWARE COUNTY):

Delaware County has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project to the TIP in FY02. The project would consist of a \$185,000 FY02 Engineering Phase and a \$935,000 FY02 Construction phase for Central Business District traffic improvements to Chester City. The project includes improvements for traffic circulation based on a traffic circulation study, in addition to pedestrian safety elements including signals, crosswalks, and better signage. The City has requested a Public Infrastructure Bank (PIB) Loan in the amount of \$1,120,000 to fund engineering and construction costs in FY02.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action PA0158, Delaware County's request to amend the FY 2001-2004 Pennsylvania TIP by adding a new project to the TIP: the Chester City Central Business District Improvements Project (TIP #7919).

MOTION CARRIED. (See Item H on voting record.)

TIP ACTION NJ0204 (NJ TRANSIT):

NJ TRANSIT requests that the Bus Acquisition Program (DB #T111) be increased by

\$12.63 million dollars in order to purchase 85 articulated and 116 cruiser buses. The articulated buses, which are 60 feet long and include an "accordion" or bendable section in the middle, can carry 59 seated passengers and additional standees. The new buses will be used to replace existing articulated buses that were bought by NJ TRANSIT in 1985 and have exceeded their recommended 12-year useful life. NJ TRANSIT also requests that the Rail Rolling Stock Procurement (DB #T112) program funding be increased in FY 2002 by \$6.93 million for the purchase of 5 electric locomotives and 33 diesel locomotives. NJ TRANSIT has been involved in an aggressive campaign to address capacity issues. A significant component of that effort is the purchase of equipment to enhance and replace aging equipment. The additional funding enables NJ TRANSIT to purchase vehicles (instead of leasing) and allows for more flexibility for meeting travel demands, particularly in light of September 11 events and the need to access New York City.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action NJ0204, NJ TRANSIT's request to modify the FY 2002-2004 New Jersey TIP by adding \$12.63 million to the FY 2002 phase of the Bus Acquisition Program project (DB #T111); and NJ TRANSIT's request to modify the FY 2002-2004 New Jersey TIP by adding \$6.93 million to the FY02 phase of the Rail Rolling Stock Procurement project (DB #T112). The RCC also notes that bicycle racks should be considered in all bus replacements.

MOTION CARRIED. (See Item I on voting record.)

(**NOTE:** NJ Transit has submitted the following statement: "We have front-mounted bike racks on a limited number of transit buses. This is still a pilot program. Bike racks were added as a retrofit.

They are currently deployed on select South Jersey bus routes. There are no immediate plans to add any additional buses. This is mainly a funding issue; general response from both customers and operations has been positive. No bike racks are on the new or old cruisers. Cruisers meet long distance commuter applications. Prior to September 11, undercarriage storage was permitted for bicycles. As part of new security procedures, all undercarriage storage of bikes and luggage has been suspended indefinitely.")

TIP ACTION NJ0205 (NJDOT):

NJDOT has requested that DVRPC amend the FY2002-2004 New Jersey TIP by adding a 2001 Transition Project back into the TIP. The request is to program the design phase of the Gloucester County Trails Project at a total cost of \$150,000 in FY02. The sixty day transition period expired while the county was waiting for state

and federal authorization. This project is a multi-purpose trail along the abandoned Williamstown Branch of the Pennsylvania - Reading Seashore Line, which is located in Monroe Township and Glassboro. The trail will also provide linkages with the Glassboro Wildlife Management Area, Scotland Run Park, the Monroe Township Bike Path, and the Clayton Trails Bike Path.

This TIP action also includes a request from NJDOT for DVRPC to amend the FY2002-2004 New Jersey TIP for the Berlin Circle project (#93109) by increasing the FY02 design phase by \$1.944 million due to a low and outdated original estimate. The project will eliminate the Berlin Circle and make other area improvements.

Finally, NJDOT has requested that DVRPC amend the FY2002-2004 New Jersey TIP by deleting a project . DVRPC is doing a corridor study in Section 17 of Route 30 and the community involved has advocated holding off on advancing the project until the study is further along.

The subcommittee discussed the conflict that exists for bicyclists when trying to cross a jughandle at an intersection and when shoulders are turned into turn lanes; whether a bike path could be added along Route 73 adjacent to the curb; and whether NJDOT has addressed bikeways and bike paths as a policy issue.

The subcommittee recommends that the RCC approve this action. The subcommittee also urges the RCC to ask that safe transit for bicyclists be implemented through intersections with jughandles.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action NJ0205, NJDOT's request to amend the FY 2002-2004 New Jersey TIP by adding back into the TIP the Gloucester County Trails project (DB #D0106) with a design phase of \$150,000 in FY 2002; NJDOT's request to modify the FY 2002-2004 New Jersey TIP by adding \$1.944 million to the FY02 design phase for the Route 30/73 Berlin Circle project (DB #93109); and NJDOT's request to amend the FY 2002-2004 New Jersey TIP by deleting the Route 30 (Section 17) Rehabilitation/Reconstruction project (DB #X223). The RCC asks that safe transit for bicyclists be implemented through intersections with jughandles.

MOTION CARRIED. (See Item J on voting record.)

(**NOTE:** NJDOT currently has an administrative directive requiring all projects to consider the feasibility and appropriateness of bike and pedestrian paths. There is a provision in the contract with Evesham for this project to develop a Bike/Pedestrian Circulation Plan.)

TIP ACTION NJ0206 (DVRPC):

DVRPC is requesting to amend the FY 2002-2004 New Jersey TIP by adding a new project, the Central Jersey Transportation Forum (DB #02391), with \$90,000 in FY02 as part of the DVRPC 2003 Work Program. The mission of the Central Jersey Transportation Forum is to develop a consensus for the appropriate planning strategies which will address critical issues and maintain consistency with the State Development and Redevelopment Plan. The study area covers 16 municipalities in Middlesex, Somerset and Mercer counties with an extended study area including selected adjoining municipalities. NJDOT will provide consultant services to conduct the primary technical aspects of the study, while DVRPC will provide technical support and coordinate Forum participation.

As a second part of this TIP action, DVRPC is requesting to amend the FY 2002-2004 New Jersey TIP by adding a new project, the Route 45 Corridor Study (DB #02384), with \$90,000 in FY02 as part of the DVRPC 2003 Work Program. The corridor extends from Kings Highway (CR 551) in Woodbury to US 322 in Harrison in Gloucester County. The goal of the study is to enhance this corridor as a major transportation artery and economic center in the county, thereby discouraging the continuing trend of sprawl. The study area includes 6 municipalities: Woodbury, Woodbury Heights, Deptford, West Deptford, Mantua and Harrison. NJ 45 transitions from a four lane roadway to a four lane divided highway requiring the use of jughandles to accommodate left turns to one lane in each direction. This will be a typical DVRPC corridor study working with a study task force comprised of the County Planning Department, County Economic Development Office, the six municipalities, NJDOT, and NJ Transit, that will produce a set of transportation improvements and potential land use and economic development strategies for the corridor. Warren Strumpfer asked that more information be provided for the Route 45 Corridor Study project, noting his concern that this area is farmland and should not be developed.

The subcommittee recommends that the RCC approve this action. The subcommittee asks that the RCC voice its concern that the Route 45 Corridor Study consider whether its recommendations could lead to the loss of agricultural land and open space along this corridor.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board amend the FY 2002-2004 New Jersey TIP by adding the Central Jersey Transportation Forum (DB #02391) with \$90,000 in FY 2002 as part of the DVRPC 2003 Work Program; and DVRPC's request to amend the FY 2002-2004 New Jersey TIP by adding the Route 45 Corridor Study (DB #02384) with \$90,000 in FY 2002 as part of the DVRPC 2003 Work Program. The RCC voices its concern that the Route 45 Corridor Study consider whether its recommendations could lead to the loss of agricultural land and open space along this corridor. In addition, the committee requests that an RCC representative be appointed to this study task force. The committee believes that DVRPC should support all planning efforts in the absence of state planning in New Jersey.

MOTION CARRIED. (See Item K on voting record.)

PENNSYLVANIA TRANSPORTATION ENHANCEMENT (TE) PROJECT SELECTION:

John Madera, DVRPC Transportation Planner, reported that PennDOT allocates statewide Transportation Enhancements (TE) funding to be awarded to applicants chosen by the metropolitan planning organization, subject to PennDOT approval. A reserve of approximately \$9 million is set aside for the Secretary of Transportation to award to projects of statewide significance.

In the Philadelphia region, \$2,000,000 of FTA funds are available for the TE Program for transit-related projects, and \$9,373,000 of FHWA funds are available for any eligible surface transportation project.

Last fall, DVRPC solicited proposals from the region and received 65 eligible submissions. Each was reviewed and scored by District 6-0 of PennDOT and by the county in which it was located. The scores were normalized and the ranked list was considered by the Pennsylvania Subcommittee of the Regional Transportation Committee (RTC). Regional and multi-county projects were also evaluated and scored. A delegation of the Regional Citizen Committee (RCC) also reviewed, ranked the projects, and participated in the RTC discussions.

An attachment given to the RCC lists the thirteen projects selected for FHWA funding and three for FTA funding.

In addition, two previous recipients of TE funds were recommended to be granted supplemental funding. Four projects of regional significance were selected for submission to the state for the Secretary's discretionary fund. These four projects are noted in rank order. Finally, the RTC recommended that one project which was not recommended for funding in this round be given top priority in the next.

Discussion: Ajay Creshkoff hopes that DVRPC will take a pro-active role in the future and ask how each TE project ties into the long-range planning goals. John Madera explained the ranking formula. The committee asked that staff consider adding the RCC statistically on an equal basis when ranking scores.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Don Augustine) to recommend that the DVRPC Board approve the list of recommended Pennsylvania TE projects and direct staff to forward the list to the Pennsylvania Secretary of Transportation; that the Board also ask the Secretary to consider the list of projects submitted for the Secretary's discretionary funding in the priority in which they are noted; and that the Board recommend that construction of the Butler Pike project be given top priority among projects submitted for the next round of TE funding.

MOTION CARRIED. (See Item L on voting record.)

MOTION (by John Pawson, seconded by Dennis Winters) to note to the DVRPC Board that the RCC spent a great deal of time and effort studying proposed TE projects and is disappointed that more of the committee's highly ranked projects did not make the final prioritized project list. The RCC also asks that the committee be a significant factor in the future in the voting formula that determines the final TE scoring.

MOTION CARRIED. (See Item M on voting record.)

SUBCOMMITTEE REPORTS:

Transportation: Dennis Winters reported that Richard Bickel, DVRPC Deputy Director for Regional Planning, had attended the subcommittee meeting and explained that TEA-21 includes a five-year FTA initiative known as the Job Access and Reverse Commute Program which is intended to help fund transportation services to facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. In anticipation of the FTA's announcement of the FY 2002 - 2003 program, DVRPC mailed background and application information to more than 350 organizations and individuals. In addition, a public meeting was held on January 22, 2002. Letters of intent for competing projects are due to DVRPC by February 19, 2002.

DVRPC's role is to facilitate the process, determining consistency, setting priorities and projects.

Environmental/Legislative: Cathy Zukoski, Subcommittee Chair, stated that additional help is needed in assessing the various parts of the Schuylkill Valley Metro (SVM) DEIS. Rather than preparing a statement to present to the Board, it was agreed that a special meeting should be held to voice opinions on the SVM and to forward these thoughts to DVRPC staff. It is hoped that staff will incorporate some of these thoughts into a staff response to the SVM DEIS. Candace Snyder will work with Ms. Zukoski, Ernest Cohen and staff to select a date that is compatible and all RCC members will receive an invitation. Patrick Starr also noted that committee members should promote individual comments during the public comment period for the SVM DEIS prior to March 25, 2002.

OTHER BUSINESS:

Linda Ingenthron stated that the map provided by PennDOT for Route 41 shows the northern portion of the road and she has concerns about the southern segment of Route 41. She questioned which section TIP PA 0156 addresses.

Ajay Creshkoff noted that he had distributed a *Resolution on the Year 2025 Plan Linkages and Desired Goals/Outcomes*. He asked Ms. Snyder to distribute it to ket staff members. It will be included with the RCC minutes and placed on the March

agenda under Old Business.

William Marston recommended that the urban heat island effect be studied by the Environmental/Legislative Subcommittee and possibly be forwarded to DVRPC under its GIS program.