

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
JUNE 18, 2002**

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of May 14, 2002 were approved as mailed.

**CHAIRMAN'S REPORT:**

Patrick Starr, RCC Chair, reported on the Board's response to the RCC's recommendations for May. He also lauded DVRPC for the successful annual dinner and noted that PEC's seminar on Transportation and Land Use in the Philadelphia Region on June 3 was held in conjunction with DVRPC and was well received. Mr. Starr then reviewed an invitation he had received to attend a corridor meeting at PennDOT's District VI Office on June 19 and asked for a volunteer to attend in his place. Don Augustine will try to attend.

**"WHAT IF" SCENARIOS:**

Jienki Synn, DVRPC Transportation Planner, stated that the "What If" Scenarios were a Board Policy Committee initiative designed to serve as the basis for the Year 2030 Long-Range Plan. Scenarios include: the Year 2025 Plan prevails; the urban core repopulates; sprawl accelerates; information technology increases; the regional economy strengthens; global trade intensifies; energy costs rise; infrastructure investment expands; in-migration increases; out-migration increases; a "green" region is emphasized; and a crisis of national significance occurs. The intent of the survey form which Mr. Synn distributed is to measure each individual's feelings regarding the likelihood of each of the scenarios. An evaluation matrix will result. Some members of DVRPC's staff responded to the survey and these findings were reviewed with the RCC. After further analysis, staff is recommending proceeding with eight scenarios. Mr. Synn asked RCC members to complete the forms and return them to him.

*Discussion: The RCC recommended changing the "energy costs rise" scenario to "energy crisis occurs". The committee also felt that a "crisis of national significance" should be expanded to include "natural disasters" such as floods, etc.*

**TIP ACTION PA01-72 (MONTGOMERY COUNTY):**

Lorraine Brill, filling in for Dennis Winters, reported that PennDOT has requested that DVRPC modify the FY 2001-2004 TIP for PA by increasing final design funding by \$748,000 (\$598,000 CMAQ/\$150,000 Local Match) for the Cross County Trail.

The trail extends from the Schuylkill River Trail in Conshohocken Borough to the Fort Washington Train Station in Whitemarsh, roughly nine miles in length. The county has since altered the alignment, added an additional 1.25 miles to the county portion of their project, has been able to negotiate with a developer to add another 2.5 miles to the trail, and made an agreement with Upper Dublin to manage an additional 4.75 miles of the project in that township ( a total increase in 9 miles to the trail.) The changes require additional engineering and more extensive environmental impact analysis. Further, the original engineering was based on the county's experience in building the Schuylkill River Trail which was less complicated and constructed within an existing corridor. PennDOT also proposes to move the ROW phase (\$500,000 CMAQ/\$125,000 Local Match) to Later Fiscal Years.

*Discussion: The Transportation Subcommittee had asked for clarification regarding the Cross County Trail as well as the Chester Valley Trail which is outlined in the following TIP Action. Elizabeth Shepherd, DVRPC TIP Manager, clarified that the length of the trail has been increased overall but the design cost increase is only for the county portion of the trail.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Lorraine Brill, seconded by Sue Tancredi) to recommend that the DVRPC Board approve TIP Action PA01-72, PennDOT's request that DVRPC modify the FY 2001-2004 TIP for PA by increasing final design funding by \$748,000 for the Cross County Trail and by moving the right-of-way phase to later fiscal years.

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

**TIP ACTION PA01-73 (MONTGOMERY COUNTY):**

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for PA by increasing the final design funding by \$511,000 (\$409,000 CMAQ/ \$102,000 Local Match) for the Chester Valley Trail. Unexpected difficulties and expense in right-of-way acquisitions require an altered alignment, and additionally, the original engineering was based on the county's experience in building the Schuylkill River Trail which was less complicated and constructed within an existing corridor. The county underestimated how much it would cost to design the trail.

*Discussion: Ms. Shepherd noted that the trail will go under the SEPTA Route 100 line. One crossing is at grade on US 202 with a signal; all other crossings are over or under bridges. It was noted by bicycle users that accommodations being made by PennDOT are appropriate. RCC members mentioned that bicycle trails must maintain a certain distance from freight lines.*

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Lorraine Brill, seconded Sue Tancredi) to recommend that the DVRPC Board approve TIP Action PA01-73, PennDOT's request that DVRPC amend the FY 2001-2004 TIP for PA by increasing the final design funding by \$511,000 for the Chester Valley Trail, with the proviso that no rail freight activity will be impeded.

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

**TIP ACTION NJ02-13 (BURLINGTON COUNTY):**

Burlington County has requested that DVRPC amend the FY 2002-2004 TIP for NJ by adding a new project to the TIP, 2002 Traffic Signal Improvements, with a \$1.396 million construction phase. The county has identified 18 intersections and several school locations that are in need of new controllers, left turn arrows, safety and power equipment, and has funded the design in-house. The project would be funded by drawing down \$1,396,000 from the DVRPC Future Projects DB #D026.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Lorraine Brill, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action NJ02-13, Burlington County's request that DVRPC amend the FY 2002-2004 TIP for NJ by adding the 2002 Traffic Signal Improvements project to the TIP with a \$1.396 million construction phase.

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

**TIP ACTION NJ02-14 (GLOUCESTER COUNTY):**

Gloucester County has requested that DVRPC amend the FY 2002-2004 TIP for NJ by adding a new project to the TIP: the Traffic Signal Battery Backup Retrofit System, programming \$500,000 of construction funding in FY02. The county proposes funding the project by drawing down a portion of the currently unauthorized funds programmed for construction in the Tuckahoe Road, Section 6 (DB #D029) project which will not proceed during the current fiscal year due to a delay caused by necessary right of way documentation. The project would retrofit existing compatible traffic signal controllers with a battery backup system which would allow the traffic signal system to continue normal operation during power failures and prevent the system from going into "flash" mode.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Lorraine Brill, seconded by Warren Strumpfer) to recommend that the

DVRPC Board approve TIP Action NJ02-14, Gloucester County's request that DVRPC amend the FY 2002-2004 TIP for NJ by adding a new project to the TIP: the Traffic Signal Battery Backup System, programming \$500,000 of construction funding in FY02.

**MOTION CARRIED.** (See Item D on voting record.)

**DVRPC FY 2003 TRANSPORTATION IMPROVEMENT PROGRAM FOR NEW JERSEY AND PENNSYLVANIA:**

Ms. Shepherd reported that the Draft FY 2003-2005 TIP for the New Jersey portion of the region and the Draft FY 2003-2006 TIP for the Pennsylvania portion of the region were made available for public review during a 30-day period which ended on June 5, 2002. The documents were published on the Internet; copies were placed at 34 major public libraries in New Jersey and Pennsylvania; and three public meetings were held to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Thirty-five members of the public attended the meetings which were held in Blackwood, NJ, Phoenixville, PA, and Philadelphia. Legal notices of the public comment process and the public meetings were published in the *Inquirer*, the *Tribune*, *La Actualidad*, the *Trenton Times* and the *Courier Post*. Media releases were also issued preceding the public comment period.

Over 60 individuals or agencies provided written comments on the TIP. Many of our partner agencies contributed responses to these comments. The comments and responses are provided for the Board's review and consideration before taking action to adopt the FY 2003 TIP. Ms. Shepherd thanked the RCC and its Transportation Subcommittee for their hard work on this project.

*Discussion: Sue Tancredi noted that she saw an answer to her question regarding the 17% allotted for new capacity in New Jersey but questioned what the answer was for Pennsylvania. She would like a written response to this question.*

**(NOTE:** Ms. Shepherd returned with the following answer on behalf of staff: The 17% is based upon dollars, not projects. The percentage represents such diverse highway projects as the I-95/PA Turnpike Interchange; the US 322 Conchesteer Road upgrade in Delaware County; various sections of US 202 in Bucks, Chester and Montgomery counties (including Section 400 which is currently under construction); improvements to I-95 in Philadelphia and to PA 291 in Chester City; plus numerous smaller projects. It also includes funds for various transit projects, including the Frankford Transportation Center, the Schuylkill Valley Metro and the Cross County Metro. Given the size of this region, the age of our transportation system, and the variety of projects included in this category, the 17% figure is reasonable.)

*Sue Herman, representing the Residents for Regional Transportation Solutions, expressed the group's disappointment and outrage at Bucks County's response to the resolution submitted by the RCC regarding Swamp Road. The county's response is as follows: "It is our opinion that based upon the nature and size of this project, that construction funds would not be obligated within the time frame of the TIP. Due to the financial constraints of the TIP, we feel it is not prudent to obligate federal funds for construction at this time since this may prevent forwarding other projects which may be ready for construction. ... In regard to the delay of MPS#13347 and 13357 until Swamp Road can be opened to truck traffic, the County does not support this request. These projects are totally independent projects and are not related to the Swamp Road project, other than geographical proximity." Ms. Herman reiterated the safety concerns and the fact that the current situation will be exacerbated by construction of the I-95/Turnpike Interchange and Richboro Road Bridge projects. It is negligent to allow the current situation to continue.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Don Augustine, seconded by Warren Strumpfer) to recommend that the DVRPC Board adopt the FY 2003 Transportation Improvement Program (TIP) for New Jersey (FY2003-FY2005) and for Pennsylvania (FY2003-FY2006) as the region's official selection of transportation projects for federal funding. However, the RCC refers the Board to its previously submitted comments and again emphasizes its resolution on Swamp Road which is attached.

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

**DVRPC REVISED YEAR 2025 LAND USE AND TRANSPORTATION PLAN:**

Ron Roggenburk, DVRPC Manager, Office of Air Quality, stated that in April, 2001, the DVRPC Board adopted the Year 2025 Land Use, Transportation and Aviation Plan, following completion of several technical documents and the holding of five public workshops and three public meetings. At adoption, it was noted that work on the Plan would continue and that the Plan may need to be modified or amended at a later date.

Since that time, staff has continued to amend and revise the Year 2025 Plan: (1) In the fall of 2001, five Town Meetings were held throughout the region to engage the public and draw additional information and direction for the Plan; (2) New long-range population forecasts were completed and adopted by the DVRPC Board in February 2002 and a revised air quality analysis was completed; (3) Additional policies were added to the Plan to reflect the new national homeland security policies since September 11; (4) The Transportation and Community Development Initiative was adopted by the DVRPC Board in December 2001 as a new implementation direction for the Plan; (5) Several new proposed planning study projects were identified for inclusion in the Plan; and (6) A new

implementation and action strategy chapter was developed. Also, Montgomery County asked that three widening projects be moved to the study phase to accommodate the Schuylkill Valley Metro.

Collectively, these changes to the Plan as adopted in April 2001, serve to create a revised and amended Plan which replaces the Plan previously adopted. The *Revised Year 2025 Plan* was subject to public review, with three public meetings held from May 6 to June 5, 2002.

*Discussion: Ajay Creshkoff asked that it be noted that the RCC will continue to study the "Implementation Chapter" and may have additional comments in the fall. Mr. Creshkoff also noted the comments he had submitted at the public meeting in May. The RCC discussed the PA Turnpike's study and asked that a presentation be made to the committee by the Turnpike Commission and/or its consultant while the study is in progress.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Lorraine Brill, seconded by Ernest Cohen) to recommend that the DVRPC Board adopt the Revised Year 2025 Land Use and Transportation Plan and consider the attached RCC Year 2025 Plan resolution.

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

**HIGHWAY FUNCTIONAL CLASSIFICATION CHANGE - PHILADELPHIA:**

Lorraine Brill reported that the City of Philadelphia has requested a change to the Pennsylvania Functional Classification System. The letter of request is attached, including a map of the area showing the existing and proposed Functional Classification System. The City's request is to change the classification of Hermit Street between Ridge Avenue and Henry Avenue in Philadelphia from Local to Urban Collector. This addition would add 0.21 miles to the federal aid system. Staff has reviewed the request and found it to be consistent with the federal Functional Classification System and its continuity. The road is in a residential corridor that distributes traffic to the Schuylkill Expressway, Kelly Drive, West River Drive and City Avenue. It also serves as an alternate to the Lincoln Drive. Dennis Winters had checked with a local resident and was told that the community does not object to this action.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Lorraine Brill) to recommend that the DVRPC Board approve a change to the Pennsylvania functional classification system to add Hermit Street, between Henry Avenue and Ridge Avenue, as an Urban Collector.

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

**ANNUAL SELF-CERTIFICATION OF THE REGIONAL TRANSPORTATION PLANNING PROCESS:**

Sarah Oaks, DVRPC Senior Transportation Planner, explained that the final Rulemaking on the Intermodal Surface Transportation Efficiency Act (ISTEA) Metropolitan Planning Requirements dated October 28, 1993 requires that the Metropolitan Planning Organization (MPO) annually certify to the Federal Highway Administration and Federal Transit Administration that its transportation planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements. Rulemaking for the new TEA 21 has not been adopted as of this date, but it is presumed that the Annual Self Certification Requirements remain the same. Section 450.334 of the Final Rulemaking lists specific requirements which must be addressed.

***ACTION TAKEN BY COMMITTEE:***

**MOTION** (by John Pawson, seconded by Lorraine Brill) to recommend that the DVRPC Board adopt Resolution No. B-FY02-014 certifying that the DVRPC transportation planning process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

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

**FY 2003 WORK PROGRAM AMENDMENT - MONTGOMERY COUNTY CROSSROADS:**

Ms. Oaks presented this action item, noting that the Crossroads area of Montgomery County is a section generally bounded by the Triangle formed by the Schuylkill Expressway (I-76), the Mid-County Expressway (I-476) and the Pennsylvania Turnpike (I-276). It includes all or portions of ten municipalities which form a core area of the County.

During FY 2002, DVRPC, working with a task force prepared a list of transportation deficiencies in the Crossroads area, identified proposed and potential development to estimate future growth, and defined potential improvement strategies. In cooperation with Montgomery County, these potential strategies were discussed with municipal officials in the Crossroads area to determine whether additional study should be advanced. Since there was no consensus on a set of improvements to be studied, the Phase II Crossroad project is not a high priority at this time.

Instead, Montgomery County is requesting additional technical support for neighboring high priority projects that have strong local support. This new work would provide travel

demand forecasting assistance to studies of Route 23, Henderson Road, Lafayette Street and Valley Forge National Historical Park.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Ernest Cohen) to recommend that the DVRPC Board amend the DVRPC FY 2003 Planning Work Program to include Transportation Technical Assistance: Henderson Road, Lafayette Street, and PA 23 Relocation traffic studies as a replacement to Montgomery County Crossroads, Phase II, and approve the addition of the \$85,000 project and scope to project # 3-47-100 Transportation Technical Assistance, for a new total project budget of \$195,000. The RCC cites its previous motion related to this project; namely: *Opposition is highly likely on TIP#8743 (PA 23). This project would convert what is now a local residential street – Chelsea Drive – into a four-lane segment of Route 23. The area was assured years ago that the Route 23 project was permanently halted one mile west of Bridgeport. The RCC questions whether there was community involvement in this process.*

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

**PENNVEST APPLICATIONS:**

Patty Elkis, DVRPC Manager, Office of Environmental Planning, 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**

- Pennsylvania Suburban Water Company - Request for a loan of \$4,562,625 for the Neshaminy Water Treatment Clearwell and High-Lift Pump Station Project. The project involves the replacement of pumps and the construction of a 160 feet diameter by 13 feet deep (2 million gallon) buried steel tank to provide clearwell storage capacity.

**Chester County**

- Borough of Phoenixville - Request for a loan of \$7,000,000 for reconstruction of

the wastewater treatment plant and principal pump station to handle existing flows and limited expansion.

### Montgomery County

- Upper Pottsgrove Township - Request for a loan of \$1,350,000 for extension of existing sewer lines 13,000 feet to serve 93 existing on-lot septic systems which are failing.
- Upper Pottsgrove Township - Request for a loan of \$450,000 to extend a drinking water main 8,370 feet to serve 127 existing residential units with poor water quality and supply.

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: The RCC questioned whether these projects would allow for new capacity and whether they were specifically in growth areas. The committee felt it would help to have the specific projects imposed on an aerial map for the location in question. Future PENNVEST applications will be sent to the Environmental/Legislative Subcommittee for review as time permits.*

**(NOTE:** The RCC handled each of the following actions individually but for the purpose of fitting actions onto the voting record and because all projects were approved, they are being listed as one action below.)

#### ***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Sue Tancredi, seconded by Lorraine Brill) to recommend that the DVRPC Board authorize the Executive Director to send a letter notifying PENNVEST that the requests from Bucks, Chester and Montgomery counties comply with the Year 2020 Long-Range Plan.

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

#### **OTHER BUSINESS:**

Patrick Starr stated that Larry Shaeffer will make a presentation on the Philly Car Share Program at the July RCC meeting. A policy discussion of CMAQ will also be arranged.