

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
APRIL 15, 2003**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of March 18, 2003 were approved as mailed.

CHAIRMAN'S REPORT:

Dennis Winters, Chair, noted that Annual Dinner invitations were available at this meeting, as were Citizens' Handbooks on Environmental Justice and new Regional Bicycle Maps.

TIP ACTION PA03-20a - Schuylkill Valley Metro:

Warren Strumpfer, Transportation Subcommittee Chair, explained that SEPTA has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by increasing the FY 2003 preliminary engineering phase to \$35.575 million to reflect the correct level of earmarked DEMO funds that were approved as part of the federal appropriations process. This request will program \$27.669 million of 5309 New Starts funding, which incorporates \$18.816 million DEMO funds being carried over from previous years (2001 and 2002) and an additional FY 2003 earmark of \$8.852 million DEMO funds which was recently approved. Further, an increase in state and local funds will serve as the match for the preliminary engineering work, and also to prepare a business plan (\$4.753 State Capital Bond funds/\$2 million State General funds/\$1.153 Local Match).

The proposed Schuylkill Valley Metro (SVM) corridor runs for 62 miles from Center City, Philadelphia, through Montgomery and Chester Counties to the City of Reading and the Borough of Wyomissing in Berks County. It is estimated that this project will cost \$1.8 billion. SEPTA is in the process of developing the scope of work for the SVM business plan and a scope of work for the preliminary engineering effort. It is anticipated that the Request for Proposals for the preliminary engineering effort will be advertised in February 2004.

Discussion: John Pawson noted his listing of the reasons for the lack of a plan which was presented as a resolution (see attached). Don Nigro stated that the Federal Transit Administration (FTA) did not recommend the SVM because of the lack of a viable financial plan. Elizabeth Schoonmaker, DVRPC TIP Manager, explained that approval has been received for the preliminary engineering phase to be funded at 80%. The remainder of the project would be funded at a 50/50 match. Ernest Cohen mentioned that the modeling for this project was inappropriate and brings future ridership numbers into question.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Boyle) to recommend that the DVRPC Board oppose TIP Action PA03-20a, the Schuylkill Valley Metro, for the reasons listed in the attached resolution.

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

TIP ACTION PA03-20b - Job Access and Reverse Commute:

SEPTA has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by increasing the FY 2003 operating funds to reflect the correct level of earmarked DEMO funds that were approved as part of the federal appropriations process. This request will program an additional \$9.830 million dollars for a total FY 2003 programmed amount of \$24.830 million (\$12.415 million federal JARC/\$12.415 million State Department of Public Welfare). Approximately \$13 million will be used for the DVRPC list of previously Board approved projects which were selected last year. Thirty-nine JARC activities currently serve Southeastern Pennsylvania with monthly ridership figures for JARC services at 50,000 passenger trips. This program is intended to support transportation services to connect welfare and other transit dependent populations to employment activities.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA03-20b, SEPTA's request to modify the FY 2003-2006 TIP for Pennsylvania by increasing the FY 2003 operating funds for the Job Access and Reverse Commute (JARC) program. This action programs an additional \$9.830 million dollars for a total FY03 programmed amount of \$24.830 million.

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

TIP ACTION PA03-21a - US 1 Bridges, Street Road, PA Turnpike to PA 413/213:

PennDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by adding a final design phase to FY 2004 (\$1.104 million STU funds, \$276,000 State funds). The scope of the project has been expanded to include an additional structure, providing for replacement of four structures and rehabilitation of five structures.

This project allows for bridge deck rehabilitation and interchange upgrades on Route 1 between Street Road and PA 213.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Boyle) to recommend that the DVRPC Board TIP Action PA03-21a, PennDOT's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006), by adding a final design phase to FY04 for the US 1 Bridges, PA 413 to PA Turnpike project.

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

TIP ACTION PA03-21b - I-95 SB Noise walls, Neshaminy to PA 13:

PennDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP using DEMO earmarked funds for a FY03 \$500,000 (\$400,000 DEMO/\$100,000 State) preliminary engineering phase and a \$5.750 million construction phase (\$4.6 million DEMO/\$1.150 State) in FY05. This project would provide for noise walls on the southbound side of I-95 in the mile between PA 13 and the Neshaminy Creek in Bensalem.

Discussion: Ernest Cohen stated that he has never seen a study of the effectiveness of noise walls and feels they should be evaluated. Current federal policy is to place noise walls only in developed areas. Larry Shaeffer stated that concrete noise walls are a scam; there are different technologies that work better but are not used in Pennsylvania. It would be helpful to have someone from PennDOT report on the use of noise walls.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Karen Friedman) to recommend that the DVRPC Board approve TIP Action PA03-21b, PennDOT's request to amend the FY 2003 TIP for Pennsylvania (FY 2003-2006), by adding a new project into the TIP using DEMO earmarked funds for a FY03 \$500,000 preliminary engineering phase and a \$5.750 million construction phase in FY05 for the I-95 SB Noisewall project between PA 13 and Neshaminy Creek.

MOTION CARRIED. (See item D on voting record.)

TIP ACTION PA03-21c - US 13 Signals, Morton Avenue:

PennDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by adding a preliminary engineering phase to FY2003 (\$382,000 STU funds), shifting the final design phase from FY 2003 to FY 2004 and increasing it to \$352,000 (STU funds), and adding an FY 2004 right-of-way phase (\$40,000 STU.)

This project provides for the design and installation of a closed loop traffic signal project in the City of Chester along 9th Street.

ACTION TAKEN BY COMMITTEE:

MOTION (by Patrick Starr, seconded by Miles Day) that the DVRPC Board approve TIP Action PA03-21c, PennDOT's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006), by adding a preliminary engineering phase to FY03, shifting the final design phase from FY03 to FY04 and increasing it to \$352,000, and adding a FY04 right of way phase to the US 13/ Morton Avenue Signal project.

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

TIP ACTION PA03-21d - PA 309 Connector Project:

PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by adding a preliminary engineering phase to FY03 (\$858,000 DEMO/\$214,000 State), and decreasing the amount programmed in the FY04 final design phase to \$1.030 million DEMO/\$258,000 State. The scope of work for this project has increased with a relocation of Sumneytown Pike between Old Forty Foot Road and Freed Road in Towamencin. This project also includes a new direct connect off of Southbound 309 to the Westbound connector near the intersection of County Line Rd., Township Line Road, and Fairhill Road along the Bucks/Montgomery border in Hatfield. This connector will improve the road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) that the DVRPC Board approve TIP Action PA03-21d, PennDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006), by adding a preliminary engineering phase to FY 2003 and by decreasing the amount programmed in the FY04 final design phase to \$1.030 million for the PA 309 Connector Project. The RCC asks that design of this project be done properly to ensure safe bicycle and pedestrian access.

MOTION CARRIED (See Item F on voting record.)

TIP ACTION PA03-22 - US 422 River Crossing Complex Environmental Study:

Montgomery County has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project into the TIP. The US 422 River Crossing Complex Environmental Study project would program \$3.079 million DEMO/\$770,000 Match for a project development phase in FY03. The purpose of this project is to advance the environmental clearance work on a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge

National Historic Park as a whole rather than under separate projects. The project provides for environmental clearance work on the following four (4) components:

- a) Modernization of the PA-23/US-422 interchange and relocation of North Gulph Road (the design of this interchange is currently part of MPMS #48172: PA-23 relocation US-202 to US-422 but will now move to the River Crossing Complex.)The relocation of North Gulph Road provides the opportunity for a new “gateway” for the Valley Forge National Historic Park.
- b) Modernization of the PA-363/US-422 interchange including providing movements to/from the west (this component is currently MPMS #64796 US-422/PA-363 Interchange);
- c) Rehabilitation and widening of US 422 Expressway Schuylkill River bridge
- d) Widening of US-422 for 1.8 miles from PA-363 interchange to the US-202 interchange.

After overall environmental clearance for the River Crossing Complex is obtained, the individual components would need to be added to the TIP and/or plan as individual projects in order to advance separately through any remaining engineering, final design, right of way and construction. This could happen either as part of the next PA TIP update cycle or at the conclusion of the Environmental clearance work. This amendment would add the River Crossing Complex to the TIP as a new project, and delete the existing project entitled “Valley Forge Historical Society Museum.”

Discussion: The subcommittee recommended the following motion: That the RCC oppose TIP Action PA03-22 and remand this project back to PennDOT until the committee is satisfied that the Betzwood Bridge and the US 422 Schuylkill River Bridge are designed to include catenaries for the Schuylkill Valley Metro (as shown on M39 of 70, Drawing 9843M39 of the Schuylkill Valley Metro MIS/DEIS), and to allow continued operation and double-stacking under the catenaries. Rebuilding should allow enough lateral clearance to comply with PUC requirements (for twelve foot lateral clearance from the center line of the track to the rebuilt structure), and should conform to the needs of the anticipated Schuylkill Valley Metro. In addition, the RCC is concerned with the elaborate design presented for the interchange on the east end of Betzwood Bridge. Finally, the RCC believes that a CMS should be conducted at some point in the study for the project that proposes widening US 422, and that consideration should be given to bicycle/pedestrian accessibility from the Valley Forge Convention Center to Valley Forge Park.

Elizabeth Schoonmaker explained that the lateral clearance is already in place.

PennDOT and SEPTA have been meeting and are working on dealing with the catenary issue on both bridges. The RCC, therefore, voted to defeat the above motion.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) that the DVRPC Board approve TIP Action PA03-22, Montgomery County's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006), by adding a new project, US 422 River Crossing Complex Environmental Study, which would program \$3.079 million DEMO, \$770,000 Match for a project development phase in FY 2003. This approval is contingent upon staff assurance that PennDOT and SEPTA are dealing with the issues of catenaries and lateral clearance if and when the Schuylkill Valley Metro is built. In addition, the RCC is concerned with the elaborate design presented for the interchange on the east end of Betzwood Bridge. Finally, the RCC believes that a CMS should be conducted at some point in the study for the portion of the project that proposes widening US 422, and that consideration should be given to bicycle/pedestrian accessibility from the Valley Forge Convention Center to Valley Forge Park.

MOTION CARRIED (See Item G on voting record.)

TIP ACTION NJ03-04a - Chesterville Sykesville Rd. Bridge:

NJDOT has requested that DVRPC modify the FY2003-2005 TIP for New Jersey by adding a \$1 million FY03 design phase and deleting the \$1.4 million FY05 construction phase (Bridge funds). The project had been on hold and is now ready to proceed. This funding scenario would be consistent with the current 2004 Draft TIP, which calls for construction in FY06.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) that the DVRPC Board approve TIP Action NJ03-04a, NJDOT's request to modify the FY 2003 TIP for New Jersey (FY2003-2005), by adding a \$1 million FY 2003 design phase and deleting the \$1.4 million FY 2005 construction phase (Federal Bridge funds) for the Chesterville-Sykesville Road Bridge.

MOTION CARRIED (See Item H on voting record.)

TIP ACTION NJ03-04b - United States Avenue Bridge:

NJDOT has requested that DVRPC modify the FY2003-2005 TIP for New Jersey by adding a \$1 million FY03 design phase and deleting the \$1.4 million FY05 construction phase (Bridge funds). The project had been on hold and is now ready to proceed.

This funding scenario would be consistent with the current 2004 Draft TIP, which calls for construction in FY06. John Boyle noted that this project's wording includes the appropriate bicycle/pedestrian consideration.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) that the DVRPC Board approve TIP Action NJ03-04b, NJDOT's request to modify the FY 2003 TIP for New Jersey (FY2003-2005), by adding an \$800,000 design phase and a \$150,000 right-of-way phase (Federal Bridge Funds) to FY 2003 for the United States Avenue Bridge. The RCC compliments the Borough of Lindenwald on a bicycle/pedestrian friendly project that is exemplary.

MOTION CARRIED (See Item I on voting record.)

TIP ACTION NJ03-04c - Route 130 - Westfield/Pochack Creek Drainage Project:

NJDOT has requested that DVRPC amend the FY2003 - FY2005 TIP for New Jersey by deleting the Route 130, Westfield/Pochack Creek Drainage project in Camden County from the TIP in the amount of \$5.94 million in the FY03 construction phase (STP funds). Flooding of the area has been alleviated by cleaning of the basins. Property owners along the area do not support the project.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) that the DVRPC Board approve TIP Action NJ03-04c, NJDOT's request to amend the FY 2003 TIP for New Jersey (FY2003-2005), by deleting the Route 130 Westfield/Pochack Creek Drainage project which is currently programmed with a \$5.94 million FY03 construction phase.

MOTION CARRIED (See Item J on voting record.)

DVRPC COMPETITIVE CMAQ PROGRAM (2002-2003):

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal program established for projects that contribute to the attainment of the Clean Air Act

standards by reducing emissions from highway sources. DVRPC sets aside funding for a regional competitive program to identify eligible projects to be advanced in the TIP in coming years. The DVRPC Competitive CMAQ Program (2002-2003) provided \$9.3 million in CMAQ funds for projects in Pennsylvania, and for the first time included a competitive process in New Jersey for \$3 million. Fifty-four project applications (42 in PA and 12 in NJ), seeking almost \$28 million in CMAQ funds, were submitted for consideration.

The RTC, based on the work of its CMAQ Subcommittee, has recommended that 17 projects, totaling \$9,370,797 be approved in Pennsylvania. In New Jersey, 7 projects totaling \$2,331,000 were recommended for approval with the remaining \$669,000 to be retained for contingency purposes. The projects will be added to the CMAQ line item in the TIPs for both Pennsylvania and New Jersey, and will be broken out as individual projects at the appropriate time. The list of recommended projects was distributed.

Discussion: Ajay Creshkoff pointed out that the selection process includes both subjective and objective criteria. There needs to be weighting to make the process fair. He defined the need for input, output and outcome criteria. Ms. Schoonmaker pointed out this year the committee defined the process. She thanked each of the RCC members who sat on the committee and contributed so much time. Dennis Winters applauded the democratic process.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Boyle) that the DVRPC Board select the recommended projects as part of the DVRPC Competitive CMAQ Program (2002-2003). This action will amend the FY 2003 TIP for Pennsylvania (FY2003-2006) to include the list of 17 projects in MPMS #48201 (DVRPC Competitive CMAQ Program) and will amend the FY2003-FY2005 TIP for New Jersey to include the list of seven projects in DB #X065 (Local CMAQ Initiatives). In addition, the RCC requests a progress report in six months for the Adopt-A-Rack Program. The RCC also urges PATCO to consider a family fare, compatible with the current collection system, as part of its Targeted Marketing to Off-Peak Riders project. Finally, the RCC believes that the future CMAQ competitive process should distinguish between input, output and outcome criteria and should use a system to weight these factors.

MOTION CARRIED (See Item K on voting record.)

AUTHORIZATION TO OPEN A PUBLIC COMMENT PERIOD FOR FY 2004-2006 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) for the metropolitan region to become eligible for federal

transportation funds. The creation of this document is to be done by the metropolitan planning organization (MPO) in cooperation with the state and the transit operators, and must provide opportunity for input and comment by the public.

The development of the FY 2004-2006 TIP for the New Jersey portion of the region has been underway since October. The New Jersey Subcommittee of the RTC and DVRPC staff have been working in concert with NJDOT, NJ TRANSIT, and DRPA on a draft TIP that meets the requirements of TEA21, including those for financial constraint.

The Subcommittee expects to have the draft document available for public review near the beginning of May, with the public comment period running for 30 days through early June. This timing will allow time for staff and the Subcommittee to review the public and agency comments, to compile a summary document for the RTC and RCC, and to assist the RTC with its recommendations to the Board for adoption of the final TIP at its June 2003 meeting. Therefore, the RTC has recommended that the Board at its April meeting authorize staff to open a 30-day public comment period with proper public notification, to publish the draft TIP on the Internet, to make copies available at certain public libraries, and to hold a public meeting in New Jersey. This public comment period will be conducted in coordination with NJDOT so as to satisfy their need for public involvement on the Statewide Transportation Improvement Program (STIP).

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Lorraine Brill) that the DVRPC Board authorize staff to release the Draft FY 2004-2006 TIP for New Jersey for a 30-day public comment period beginning in May 2003, and to include issuing proper notification, publishing the draft TIP on the Internet, making copies available at certain public libraries, and holding public meetings in New Jersey.

MOTION CARRIED (See Item L on voting record.)

TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE 2003 PROJECTS:

Karen Cilurso, DVRPC Regional Planner, explained that the Transportation and Community Development Initiative (TCDI) is an opportunity for DVRPC to support local development and redevelopment efforts in the cities and older suburbs and boroughs of the Delaware Valley that have lost population or jobs and are in need of assistance. TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. The regional Transportation and Community Development Initiative provides funding of up to \$100,000 to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional

transportation system.

A total of 36 proposals, representing 39 municipalities in all nine counties, were submitted by the January 22 deadline for applications. There were 18 proposals in New Jersey, requesting a total of \$922,110, with \$500,000 available. In Pennsylvania, there were also 18 proposals, requesting a total of \$1,250,695, with \$1,000,000 available. Separate review committees were established for each state, representing county, state, non-profit, academic and citizen interests. The review committees each met and presented a recommended list of projects. The Board Policy Analysis Committee also met to review the projects and presented a recommended list of projects. That list is offered to the Board for consideration. Upon selection, applicants will contract directly with DVRPC.

Nine projects are recommended for funding in New Jersey, representing 15 municipalities. In Pennsylvania, 15 projects are recommended for funding, representing 13 municipalities (see attached list).

Discussion: Ajay Creshkoff questioned the ability of each project to promote development. Ms. Cilurso pointed out that each of these projects is in a community that has suffered from disinvestment. Mr. Creshkoff noted that focus of the Philadelphia Parking Study is a controversial issue. The Rcc had two representatives sitting on this selection committee: John Nawn (representing PA) and Warren Strumpfer (NJ). Patrick Starr pointed out that public participation is crucial in these projects and felt that follow-up monitoring is essential. Ms. Cilurso clarified that DVRPC staff follow the projects closely and quarterly reports are required. Discussion ensued regarding the availability of the applications for review. Ms. Cilurso noted that applications are not available for public review at this time; negotiations on the scope of the projects will be ongoing through July 1, 2003.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by John Nawn) to recommend that the DVRPC Board approve the nine projects selected in New Jersey, totaling \$499,800, and the 15 projects selected in Pennsylvania, totaling \$956,195, for the FY 2004 Transportation and Community Development Initiative. The RCC also urges the highest level of public participation in the various projects and believes that staff should closely monitor these efforts.

MOTION CARRIED (See Item M on voting record.)

DVRPC FY 2003 WORK PROGRAM AMENDMENT: PENNSYLVANIA SEA LEVEL RISE RESPONSE ASSESSMENT:

Chris Linn, DVRPC Environmental Planner, explained that the purpose of this project is to develop an understanding of the likely future responses to sea level rise expected to occur within Pennsylvania along the tidal portions of the Delaware River. To accomplish this, DVRPC will develop maps distinguishing the areas likely to be protected from sea level rise as opposed to those areas where shores will probably retreat naturally, either because the cost of holding back the sea is greater than the value of the land, or because there is a current policy of allowing the shore to retreat.

This report is part of a national effort by the US Environmental Protection Agency to encourage the long-term thinking required to deal with the impacts of sea level rise issues. The long-term nature of rising sea levels prevents the issue from being a top priority; but it does provide time to reflect upon how to address the impacts.

This study will determine the likelihood of protection against sea-level rise by analyzing state and local coastal management policies and development patterns. The maps generated by the study will illustrate the areas that local planning officials expect will be protected from erosion and inundation by rising sea level. Those judgments will be integrated with knowledge of state policies and regulations, local concerns, land-use patterns and general planning frameworks.

Discussion: Lorraine Brill suggested involving the Partnership for the Delaware Estuary as a resource. Ernest Cohen questioned the possibility of expanding this study to look into the entire issue of global warming. It was the consensus of staff and the committee that this was far too large an issue to be undertaken in this study. The RCC expressed the hope that the EPA was looking into the issues that cause sea level rise. The committee also discussed the issues of dredging the Delaware River and stormwater run-off. Chris Linn clarified that the New Jersey side of the river is being studied by a consultant.

ACTION TAKEN BY COMMITTEE:

MOTION (by Bob Machler, seconded by Ernest Cohen) to recommend that the DVRPC Board amend the DVRPC FY 2003 Work Program to include the Pennsylvania Sea Level Rise Response Assessment Project.

MOTION CARRIED (See Item N on voting record.)

INVENTORY OF TRANSIT-ORIENTED DEVELOPMENT (TOD) SITES:

Karin Morris, DVRPC Regional Planner, outlined TOD projects to date, including SVM Station planning, the TOD Municipal Implementation Tool Borchure, Transit Village Design in Burlington, and a TOD website. She outlined the purpose of a potential TOD inventory, explaining that the study approach included a study advisory committee, site inventory, and

an assessment of station areas. Criteria for the selection of stations comprised the presence of commuter rail or multiple bus lines, the presence of vacant land, or residential, retail or industrial vacancies within the station area. In addition, ideal sites would have development/growth pressures in the area, the presence of a redevelopment plan, and sewer and water infrastructure in place or planned. Ms. Morris noted that 45 stations were selected. The selection was based on the degree to which they met the above criteria. She provided a listing of the various opportunity sites, broken down by location and by transit system. The final inventory is due this summer.

Discussion: The RCC discussed parking facilities at rail stations; TOD versus Park and Ride; and sprawl.

SUBCOMMITTEE REPORTS:

25 Year Task Force: Ernest Cohen stated that he believes that another level of passenger rail service is needed between SEPTA and Amtrak. He feels that plans should be worked out for inter-city service, especially if Amtrak should fail. Several members questioned how this could be done considering that neither SEPTA nor Amtrak is capable of funding their present service. Lorraine Brill stated that PennDOT had contracted with Gannett-Fleming to do a study of inter-city service and asked if a representative from PennDOT could address the RCC on the outcome of this study.

Dennis Winters stated that he would share the RCC's concern about saving passenger rail service in this region and throughout the Commonwealth, and would like a representative from PennDOT to update the committee in May on the recent study completed by Gannett Fleming for the DOT regarding inter-city rail service.

OTHER BUSINESS:

Sue Herman stated that she had spoken with Dave Johnson at PennDOT and had learned that a new Federal Functional Highway Classification System was in place; she asked if staff could check on this. (**NOTE:** Upon checking, it was learned that there is no new Functional Classification System in place. Because of changes in the 2000 Census, the urban boundary changed in several locations of the region and this caused a number of municipalities to re-examine their roadway classifications.)