

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
OCTOBER 19, 2004**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of September 15, 2004 were approved as mailed.

APPROVAL OF MEETING DATES FOR 2005:

The schedule of meeting dates for calendar year 2005 was adopted by acclimation. An updated and corrected schedule of dates will be issued next month.

CHAIRMAN'S REPORT:

Dennis Winters, RCC Chair, asked that members who had questions of issues that are brought before the committee, forward those questions to him as well as to Candace Snyder, DVRPC Director of Public Affairs, so that he can answer them or ask that staff address them.

RTC REPORT:

Warren Strumpfer, RTC representative, reported that he had informed the RTC that the RCC had appointed its Nominating Committee. He also reviewed the RCC's top four priorities for the FY 2006 Draft Work Program. In addition, he expressed the belief that New Jersey should be part of the FY 2005 Work Program Amendment projects dealing with Transportation Needs and Transportation Safety. He outlined the work done to date on the TIP Rebuttal, which will be reviewed later in this meeting, and stated that a speaker from NJ Transit has been invited to the November Transportation Subcommittee meeting. Finally, Mr. Strumpfer stated that he had questions about the new ozone standard and had asked Michael Boyer of DVRPC to get back to him with an explanation.

TIP ACTION PA05-01a: PA 309, WELSH ROAD TO HIGHLAND AVE.:

Mr. Strumpfer, Transportation Subcommittee Chair, reported that PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the FY05 right of way phase by \$15.5 million (\$12.4 million HWY/\$3.1 million state) for the Route 309 Reconstruction project, Section 101 between Welsh Road and Highland Avenue (MPMS #16477). Fourteen additional acres will need to be purchased from Rohm and Haas in order to complete the interchange at Norristown Road in Lower Gwynned. Currently the Norristown Road interchange is not a full movement interchange, and additional ramps are needed to provide access 1) from 309 southbound to Norristown Road, 2) onto 309 northbound from Norristown Road, and 3) replace the ramp from Norristown Road onto 309 southbound.

Discussion: The RCC discussed the issues of stormwater run-off and the practice of the

departments of transportation of segmenting projects to avoid environmental issues, allowing them to use categorical exclusions. Roxane Shinn pointed out that an increase in pervious surfaces increases the impact of stormwater run-off.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-01a, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a \$15.5 million right of way phase in FY05 (\$12.4 million HWY/\$1.4 million State), with the provision that initial estimates are made more accurately so there are not huge budgetary increases. In addition, the RCC urges PennDOT to incorporate design that ensures safe bicycle and pedestrian access, and to address the Bicycle/Pedestrian Checklist, which can be found in Appendix J of Design Manual 1-A.

AMENDMENT (by Finley Shapiro, seconded by Joe DiMedio) to add the following wording to the above motion, as well as to TIP Action PA05-01b: "The RCC is concerned about stormwater run-off along PA 309, and urges upgrades to stormwater provisions, which have not kept pace with updates to the roadway."

MOTION CARRIED, AS AMENDED. (See Item A on voting record.)

TIP ACTION PA05-01b: PA 309, COMMERCE TO PENNSYLVANIA AVE., FORT WASHINGTON INTERCHANGE:

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the FY06 construction phase by \$15.16 million federal highway funds (acknowledging a 20% Toll credit match) for the Route 309 Fort Washington Interchange project (MPMS #64275.) Higher prices for steel and oil products has resulted in increased costs for the elements of the contract for the interchange that include paving and excavation work, mobilization costs for moving construction operations to and from the site, and for the interchange structure.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-01b, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing construction by \$15.160 million accordingly: reduce the FY05 construction phase by \$5 million HWY and increase the FY06 construction phase by \$20.160 million HWY (\$15.16 million HWY) for the Route 309 Fort Washington Interchange project (MPMS #64275) , acknowledging a 20% Toll Credit match. The RCC is concerned about stormwater run-off along PA 309, and urges upgrades to stormwater provisions, which have not kept pace with updates to the roadway.

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

TIP ACTION PA05-01c: I-95 AT PA 332 INTERCHANGE:

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the I-95 at PA 332 Interchange upgrade project (MPMS #13518) with a \$ \$5.990 million construction phase programmed with \$1.538 million DEMO/\$385,000 State in FY05 and \$3.254 million STU/\$813,000 State in FY06. This project had been on the TIP for several years, was expected to be authorized for construction in FY04 and subsequently not included in the FY05 TIP, and was inadvertently left off of the "FY05 Transition List." The transition list provides a mechanism to add projects and phases which were in jeopardy of not being federally authorized prior to the end of the previous fiscal year (in this case FY04) back into the TIP (in this case FY05). A \$5.635 million construction phase was programmed in the FY03 TIP in fiscal years 2004, 2005, and 2006. The proposed action will allow the construction phase to proceed. The project provides for the construction of a new ramp from PA 332 eastbound to I-95 northbound and to reconfigure the I-95 northbound off ramp to PA 332.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action PA05-01c, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the I-95 at PA 332 Interchange upgrade project (MPMS #13518) back into the TIP with a \$5.99 million construction phase in FY05 and FY06 (\$1.538 million DEMO/\$385,000 State in FY05, and \$3.254 million STU/\$813,000 State in FY06). In addition, the RCC urges PennDOT to incorporate design that ensures safe bicycle and pedestrian access, and to address the Bicycle/Pedestrian Checklist, which can be found in Appendix J of Design Manual 1-A.

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

REQUEST TO OPEN PUBLIC COMMENT PERIOD FOR TRANSPORTATION CONFORMITY:

Mr. Strumpfer explained that transportation conformity is a process to ensure that plans and programs receiving federal funding are consistent with air quality goals. It applies to projects funded or approved by the Federal Highway Administration or the Federal Transit Administration in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen oxides. The U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the Clean Air Act Amendments requirements.

These requirements govern the current one-hour ozone National Ambient Air Quality Standards [NAAQS] for transportation conformity. DVRPC has already demonstrated 1-hour transportation conformity of the FY 2005 TIP and the *Horizons* 2025 Long Range Plan as certified by Board resolution

This summer, the U.S. Environmental Protection Agency finalized ground-level ozone designations under the new 8-hour NAAQS. The new 8-hour NAAQS was initially issued in 1997 based on information demonstrating that the 1-hour standard was inadequate for protecting public health. However, due to a lengthy legal battle that ensued, the final implementation rules were not made until this summer. This stricter standard, 0.08 parts per million [ppm] averaged over eight hours, now replaces the existing 1-hour threshold, 0.121 ppm measured as a 1-hour average. A new designation, ozone classification, target year and goal (air quality budget) for the nine-county DVRPC planning area was also set. Complying with these new requirements, DVRPC must now demonstrate 8-hour transportation conformity of the FY 2005 TIP and the *Horizons 2025* Long Range Plan. The public comment period is expected to open on November 1 and run until December 1 with a public meeting scheduled to follow the November 16th RCC meeting.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Bill Faltermayer) to recommend that the DVRPC Board authorize staff to open a 30-day public comment period for the purpose of gathering public and agency comments on the draft 8-hour conformity finding of the FY 2005 TIP and the 2025 *Horizons* Long Range Plan, to issue proper public notification, to publish the draft conformity findings on the Internet, to make copies available at certain public libraries, and to hold a public meeting.

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

DVRPC FY 2005 WORK PROGRAM AMENDMENTS:

Smart Growth Regional Indicators:

Patricia Elkis, DVRPC Manager, Office of Environmental Planning, explained that in FY2003 and again in FY2004, DVRPC undertook a study, funded by the William Penn Foundation, to research and develop Smart Growth indicators for the region. As requested by the Foundation, these indicators examined Urban Core Development and Land Preservation in the region. The Urban Core Development Study delineated the percent of new development in the metro region that is located in older urban centers. The Land Preservation Study expanded on current Commission research by obtaining maps and data layers in the expanded grant making region and aggregating this data for a complete representation of the region's current levels of preservation. The Foundation has now requested that DVRPC continue this research by preparing additional indicators in these areas.

The Urban Core Development research will compile data on building permits, loans, and certificates of occupancy for communities across the region, using the typology of communities as presented in the Metropolitan Philadelphia Indicators Project developed by Temple University. In addition, data will be presented for up to 20 sample municipalities as selected by the Foundation. The Open Space Protection research will document state, county

and municipal open space protection programs, together with the acreage of land protected. This information will serve to inform and guide the Foundation in their grantmaking actions.

ACTION TAKEN BY COMMITTEE:

MOTION (by Andy Saul, seconded by Sara Thurston) to recommend that the DVRPC Board amend the DVRPC Fiscal Year 2005 Planning Work Program to add a project to develop Smart Growth Regional Indicators on behalf of the William Penn Foundation.

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

Regional Open Space Priorities Report (ROSPR):

Ms. Elkis then noted that the Regional Open Space Priorities Report (ROSPR) was completed in January, 2004 by the GreenSpace Alliance to identify, prioritize and recommend protection strategies for natural resources, agricultural and recreational lands in the five-county southeastern Pennsylvania area. It encourages partnerships between state, federal, local and private conservation groups and others to protect open spaces in the region while sustaining economic growth.

In order to maintain the extensive database and GIS mapping that comprise the ROSPR and to enable updating the data and expand access to and use of the data by public and non-profit open space planners, the GreenSpace Alliance seeks to contract with DVRPC. Under the terms of this agreement, DVRPC would convene a regional open space committee to build understanding and use of the ROSPR; maintain and update the model; create a webpage for the ROSPR; develop a process to analyze individual land parcels relative to the ROSPR; and incorporate the ROSPR data in updates to the regional open space plan and area open space plans.

ACTION TAKEN BY COMMITTEE:

MOTION (by Sara Thurston, seconded by Ernest Cohen) to recommend that the DVRPC Board amend the DVRPC Fiscal Year 2005 Planning Work Program to include a project to maintain, enhance, manage, and incorporate the Regional Open Space Priorities Report into ongoing regional open space and natural resource planning.

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

PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY (PENNVEST) FUNDING REQUESTS FOR BUCKS, MONTGOMERY AND PHILADELPHIA COUNTIES:

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. PENNVEST has recently begun a program to provide loans for brownfield assessments and remediation.

PENNVEST has forwarded five applications to DVRPC for review for consistency with the regional plan.

Bucks County

- Riverfront South Brownfields Remediation Project - Request from the Redevelopment Authority of Bucks County for a PENNVEST loan in the amount of \$5,331,650 to remediate industrial pollution at a 26 acre site at 2375 State Road in the Cornwells Heights section of Bensalem Township along the Delaware River. The site clean-up will enable private redevelopment of the site for commercial and residential use.
- Nockamixon Township - Request for a \$245,250 PENNVEST loan to address stormwater improvements at Ealer Hill Road. (This project has been withdrawn.)

Montgomery County

- West Conshohocken Municipal Authority - Request for a \$604,000 PENNVEST loan to construct 2,318 feet of gravity lines and 285 feet of force mains to transport sewage from industries along Portland Road to the
- Conshohocken Wastewater Treatment Plant. This project addresses the problem of failing onlot sewer systems in this area.

Philadelphia

- Philadelphia Authority for Industrial Development - Request for a \$1,435,289 PENNVEST loan to construct 1220 feet of stormwater pipes and 75 feet of sanitary sewer lines, as well as necessary inlets and manholes, to support the infrastructure needed for new development at the Navy Yard.
- Philadelphia Authority for Industrial Development - Request for a \$314,725 PENNVEST loan to construct 1460 feet of water supply lines to support the infrastructure needed for development at the Navy Yard.

The projects in Bensalem, West Conshohocken and Philadelphia all serve to alleviate existing problems and are in areas already developed or identified as Future Growth Areas as designated in the DVRPC Year 2025 Plan. As such, these projects are consistent with the goals and policies of the regional plan. The Nockamixon Township project will be withdrawn

from PENNVEST consideration.

Discussion: Cathy Zukoski reported that the Environmental Subcommittee had met and had a number of concerns about several of these projects. The subcommittee felt that the information supplied was very scant and no maps were provided. The RCC questioned whether it and the Board shouldn't be looking more intently at these projects and questioning a number of environmental issues. Candace Snyder, DVRPC Director of Public Affairs, stated that the RCC and the Board are only asked to judge whether these projects meet the goals of the long-range plan. The committee questioned whether it was wasting its time if information is inadequate and the only factor being considered for these projects is whether they are consistent with the plan.

ACTION TAKEN BY COMMITTEE:

MOTION (by Cathy Zukoski, seconded by Lorraine Brill) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PennVest Board approving the Riverfront South Brownfields Remediation project.

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

ACTION TAKEN BY COMMITTEE:

MOTION (by Cathy Zukoski, seconded by John Nawn) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PennVest Board approving the West Conshohocken Municipal Authority project.

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

ACTION TAKEN BY COMMITTEE:

MOTION (by Cathy Zukoski, seconded by Warren Strumpfer) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PennVest Board approving the Philadelphia Authority for Industrial Development projects.

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

APPROVAL OF 2004-2005 RECOMMENDED PROJECTS FOR THE PA HOME TOWN STREETS/SAFE ROUTES TO SCHOOL PROGRAM (HTS/SRS):

Jacob Mallikal, DVRPC Project Implementation Coordinator, stated that the PA Home Town Streets/Safe Routes to School Program is similar to the Transportation Enhancements (TE) Program. However, it looks at improving downtowns through such improvements as sidewalks, better streetscaping, and traffic calming. He also noted that 56 applications were received, with about 30% funded. Mr. Mallikal outlined the two lists of projects being

submitted: the Regional FHWA HTS/SRS Funds for New Projects, and the Regional FHWA HTS/SRS Statewide Discretionary Funds for New Projects (Round 1).

Discussion: Mr. Mallikal explained that a project manager is assigned to manage each project and monitor progress. Criteria used to select projects include points being given to projects that use TCDI funding. The program functions through school districts bringing hazardous conditions to the attention of their community or the state. It is up to the community or communities in a school district to apply for the funding. The RCC noted the need for more marketing of this program so that more school districts are aware of it. Mr. Mallikal stated that this program will soon piggyback on the TE process. A rolling application process is used, with PA forwarding applications to DVRPC. The RCC discussed the impact of the Governor's program on TE funding. Pat Horrocks noted that bike trails should also be included in this program.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by John Boyle) to recommend that the DVRPC Board approve the projects recommended for regional and statewide discretionary funding under the HTS/SRS Program; forward these projects to the Pennsylvania Secretary of Transportation for approval; and amend or modify the FY 2003-2006 TIP for Pennsylvania as required by adding the HTS/SRS projects at the appropriate time.

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

REQUEST FOR CANCELLATION OF FTA TE FUNDING FOR KENSINGTON DEPOT WALKWAY, PHILADELPHIA:

Jacob Mallikal explained that In the Philadelphia region, \$2,000,000 of FTA funds was available for the Transportation Enhancements program for transit-related projects. The Norris Square Civic Association (NSCA) submitted the Kensington Depot Walkway project in FY 2001 for FTA TE funding. The Pennsylvania TE Subcommittee reviewed and approved this application in FY 2001.

In a letter (attached) dated October 1, 2004, the NSCA informed DVRPC that the School District of Philadelphia and commercial developers were interested in the purchase of the Kensington Depot property. Therefore, NSCA requested the original scope of this project be modified to remove the construction of a "Walkway" through the Kensington Depot Property connecting Frankford Avenue to the Market Frankford Subway Elevated Berks Street Station. Additionally, clearing of wooded areas was also added to the new scope. (This activity is not eligible under the current TE guidelines). The PA TE Subcommittee met on October 1, 2004 at DVRPC to review the changes in the scope proposed by the project sponsor. The Sponsors were also given an opportunity to make a presentation to the selection committee.

After review of the request for the changes in scope, the presentation, and in light of the

current uncertainty of the sustainability of the proposed federally funded improvements, should the property be sold, the PA TE Subcommittee recommended the cancellation of the Kensington Depot Walkway project and the return of the sum of \$675,000 to the FTA TE line item. NSCA is welcome to compete in future funding programs, once a plan for the site has been finalized.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by John Boyle) to recommend that the DVRPC Board approve the cancellation of the Kensington Depot Walkway project and the return of the sum of \$675,000 to the FTA TE line item.

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

DRAFT CROSS-ACCEPTANCE REPORT FOR NEW JERSEY:

Richard Bickel, DVRPC Deputy Director for Regional Planning, explained that the State of New Jersey, through the Office of Smart Growth (OSG), within the Department of Community Affairs (DCA), and the State Planning Commission (SPC), has initiated a cross-acceptance process that is scheduled to result in the re-adoption of the New Jersey State Development and Redevelopment Plan in July 2005. The current State Plan was adopted in March 2001, following an extensive cross-acceptance process involving the counties, municipalities and regional entities. The State Plan is required to be reviewed every three years.

In accordance with the February, 2004 Cross-Acceptance Manual, DVRPC is a designated "regional entity" charged with reviewing the Preliminary New Jersey State Development and Redevelopment Plan (April 2004) and comparing it with the agency's "plans, policies and regulations" to determine consistencies and inconsistencies. This report reflects the outcome of the review process and includes DVRPC's findings and recommendations for consideration by the OSG, DCA and the SPC. Coordination with the pertinent planning agencies for each of DVRPC's member government New Jersey counties and cities also occurred to develop the report.

A summary of the preliminary issues identified through their cross-acceptance approaches is also included in the DVRPC report. The Draft Cross-Acceptance Report is now ready for submission to the Office of Smart Growth for review, as part of the Plan Negotiation Phase of the overall State Plan adoption process. This phase would be followed by DVRPC Board endorsement of the updated and revised State Plan in the Spring of 2005.

ACTION TAKEN BY COMMITTEE:

MOTION (by Sara Thurston, seconded by Warren Strumpfer) to recommend that the DVRPC Board authorize the Executive Director to submit the DVRPC Draft Cross-Acceptance Report to the New Jersey Office of Smart Growth and to the New Jersey

Member Governments for review.

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

**UPDATED AREAWIDE JOB ACCESS AND REVERSE COMMUTE (JARC)
TRANSPORTATION PLAN:**

Karen Cilurso, DVRPC Regional Planner, stated that DVRPC prepared an initial draft JARC Plan in December 1998, which was used for the first round of the JARC program. This draft was further refined in spring 1999, and, following a public hearing, was adopted by the Board on June 24, 1999. "Access to Opportunities" has served the region well over the past five years. Through the JARC program, more than \$21 million of FTA grants were approved in the nine-county DVRPC region over the life of TEA-21, resulting in total program funding, with match, of more than \$42 million.

In FY 2004, DVRPC began the process to update and refine the current plan in anticipation of reauthorization of the federal transportation act (TEA 3) and continuation of the JARC program for another five years. DVRPC held focus group meetings for Pennsylvania and New Jersey grant recipients and JARC subcommittee members. The resulting draft JARC Plan Update, "Improving Access to Opportunities," included the review comments from these meetings. In June, the DVRPC Board authorized a 30-day public comment period, including two public hearings (on July 14 at Cherry Hill Township and on July 20 at DVRPC). Comments received by the close of the comment period were reviewed and DVRPC staff prepared the enclosed Summary of Comments and Responses. Again, where pertinent, additional changes were made to the draft Plan Update. The revised Plan Update is proposed for adoption by the DVRPC Board, in anticipation of a new JARC funding round later this fall.

ACTION TAKEN BY COMMITTEE:

MOTION (by Bob Machler, seconded by Lorraine Brill) to recommend that the DVRPC Board adopt the updated Regional Job Access and Reverse Commute Transportation Plan by passing Resolution No. B-FY05-002.

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

RANKING AND ENDORSEMENT OF DVRPC FY 2006 WORK PROGRAM PRIORITIES:

After some discussion, the RCC decided to continue to support its original four prioritized projects.

ACTION TAKEN BY COMMITTEE:

MOTION (by Larry Shaeffer, seconded by John Nawn) to recommend that the RCC respect the time put into the FY 2006 Draft Work Program review by its various

members and continue its support for the following four projects: Seamless Transportation Service to and through the Regional Core; Funding Study for Mass Transit; Assistance in Development of East Coast Greenway; and Camden Regional Alternate Transportation Infrastructure Survey: An Inventory of Existing Facilities and Ranking of Future Needs.

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

SUBCOMMITTEE REPORTS:

Transportation Subcommittee: Mr. Strumpfer and John Pawson presented a resolution regarding Amtrak that the Transportation Subcommittee supported.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Boyle) to recommend that the DVRPC Board review the following resolution and consider forwarding it to the appropriate authorities:

Amtrak Resolution

Three day east-west travel (without change at Pittsburgh, Washington D.C. or New York) of some kind should be retained.

In two stages between now and next March, Amtrak would reduce its service frequency west of Harrisburg to Pittsburgh from two to one daily round trip, then eliminate all through Philadelphia–Harrisburg–Pittsburgh–Chicago direct service.

The only alternative available after March to reach Amtrak’s long-distance service hub at Chicago would be to use the circuitous Cardinal via West Virginia, which runs only three times a week and takes hours longer, or to change trains at New York City, Washington D.C. or Pittsburgh, at higher fares.

These services to be abandoned would seriously affect east-west transportation services for a large area from Princeton, South Jersey and Philadelphia through Harrisburg and Johnstown, comprising at least eight million people.

We believe that all options for continued satisfactory through-service must be considered, including state aid and the running of through cars on the train serving Pittsburgh to Chicago, the Capitol Limited.

Note that this change is not directly related to current Congressional Amtrak reduced funding issues, but it is an Amtrak management initiative related to the elimination of mail and express business from its trains.

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

Mr. Strumpfer then outlined a document entitled "TIP Rebuttal" which the subcommittee has been working on as a response to agency comments to the RCC's original TIP comments. He asked RCC members to review this paper and schedule it for action next month. He also asked Ms. Snyder to add a list of those issues/comments from the original TIP comments that remained unanswered by agencies. A revised copy of the TIP Rebuttal will be mailed to members next month.

25-Year Task Force: Dennis Winters asked the 25-Year Task Force to take a greater and more active role in dealing with the 2030 Long-Range Plan. DVRPC staff is moving forward with development of this plan and the RCC is missing an opportunity to play a larger role in this process. The task force has been focusing on energy issues in general. Ernest Cohen stated that he would work to involve staff at the next task force meeting and to focus on this issue.

OTHER BUSINESS:

Tom Cooper stated that he had asked Ms. Snyder to include his letter in the recent RCC mailing regarding the Schuylkill Valley Metro. He explained that the FTA will not consider funding "new starts" that exceed \$800 million. Mr. Cooper believes that the state task force has not come up with any new initiatives. Bob Machler, on behalf of DVARP, had distributed a countering article.

John Nawn, Chairman of the Nominating Committee, announced that the committee had met and would have a nomination to present in November.

Dennis Winters announced that the Philadelphia Solar Energy Association had shown a 78-minute documentary, entitled "The End of Suburbia", which is for sale and which examines the effects of future energy shortages. The RCC asked that a special December meeting be held to show this film, and that staff and other interested individuals be invited to attend. Ms. Snyder will check on the possibility of this.

Roxane Shinn submitted a motion to rescind the RCC's approval of the FY 2005 Work Program amendment for the Cramer Hill/Pennsauken Waterfront Access project. She outlined her paperwork to back up this recommendation, noting the importance of preserving what exists on Petty's Island. (See attached motion.) This proposed motion will be forwarded to DVRPC staff for a response and will be listed on the November RCC agenda.