

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JANUARY 18, 2005**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of November 16, 2004 were approved as mailed.

CHAIRMAN'S REPORT:

Dennis Winters, Chair, announced the following appointments for calendar year 2005:

PA Vice Chair: Karen Friedman (who will also serve as the RTC Alternate and PA Subcommittee representative)
NJ Vice Chair: Warren Strumpfer (who will also serve as the RTC representative and the NJ Subcommittee representative)
Alternate: John Boyle will serve as the alternate for Ms. Friedman on the RTC PA Subcommittee.

RTC REPORT:

Warren Strumpfer, RTC representative, submitted the attached report which was presented on his behalf at the January RTC meeting by Lorraine Brill.

TIP ACTION NJ05-02a: I-295 / RT. 42 / I-76 DIRECT CONNECTION (DB #355), CAMDEN COUNTY:

Mr. Strumpfer, Transportation Subcommittee Chair, reported that NJDOT has requested that DVRPC modify the FY2005-2007 TIP for New Jersey by increasing the feasibility assessment phase (FA) of the I-295/ Rt. 42 / I-76 Direct Connection project (DB #355) by \$1.362 million Interstate Maintenance (IM) funds. Additional tasks have been added in the areas of scheme development, environmental engineering, and community outreach. After evaluating 26 different alignments in the scoping phase of the Alternatives Analysis, NJDOT has selected 5 alternatives to advance into the Technical Environmental Study (TES) based on extensive consultation with the community, local officials, and state and federal regulatory agencies. The I-76/Route 42 alignment remains little changed by the alternatives, with the major differences being the vertical relationships between I-295 and I-76/Route 42 where they cross in the vicinity of Browning Road. The project currently appears in the Study and Development section of the TIP, which does not show specific dollar amounts for projects. Because of the magnitude of the project and a desire to provide public information on and keep track of costs, this additional funding (\$1.362 million IM) would be included in a line item called Project Development (DB # X32).

To date, approximately \$5.5 million has been spent on preliminary design work for this project combined with the I-295/Rt 42 Missing Moves effort.

Discussion: The RCC discussed the questions raised by the Transportation Subcommittee; namely, where is the allowance for public transit through the corridor? What public involvement is planned? Charles Dougherty, DVRPC Associate Director, Transportation Planning, explained that extensive studies have been done on this project.

Five alternatives have been shown to the public to date that have focused on highway solutions. Discussions have taken place between DRPA/PATCO and NJDOT and their consultants about transit alternatives. Mr. Dougherty has met with both agencies and is satisfied that efforts are being coordinated. This project has entailed the most extensive public outreach ever undertaken by NJDOT. Roxane Shinn noted that this area has been the subject of work for the past two decades. DRPA/PATCO did have a route planned that was dropped. This project feeds sprawl. The more dollars that are poured into highways, the less that can be spent on transit.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action NJ05-02a, NJDOT's request to modify the FY 2005 TIP for New Jersey (FY2005-2007) by adding funds into the TIP in the Project Development Line Item (DB #X32) for the Feasibility Assessment phase of the I-295/ Rt. 42 / I-76 Direct Connection project (DB #355), using \$1.362 million Interstate Maintenance (IM) funds.

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

TIP ACTION NJ05-02b: ROUTE 130, KINKORA BRANCH BRIDGES, REMOVAL (DB #98346), BURLINGTON COUNTY:

NJDOT has requested that DVRPC modify the FY2005-2007 TIP for New Jersey by changing the funding source of the Route 130 Kinkora Branch Bridge Removal project (DB #98346) from State to Federal funds. Currently programmed with \$5.889 million state funds for construction in FY05, this project provides for removal of the northbound and southbound structures over the abandoned railroad, with construction of the roadway to occur on fill. Allowances will be made to maintain a safe and adequately sized opening for wildlife underneath the roadway, and horizontal alignment and vertical curve issues will be addressed. This action would federalize the project by programming \$5.889 million federal bridge funds in FY05 for construction.

Discussion: The RCC questioned whether there had been coordination with Burlington County on this project. Elizabeth Schoonmaker, DVRPC TIP Manager, stated that the county has been part of this project from the beginning.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action NJ05-02b, NJDOT's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by federalizing the Route 130 Kinkora Branch Bridge Removal project (DB #98346) using \$5.889 federal bridge funds for construction in FY05. The RCC asks that the TIP description be expanded to include the fact that this project links two multi-use bicycle trails. The committee also recommends that a box culvert be standard procedure when addressing improvements of this type.

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

TIP ACTION NJ05-03: ROUTE 44 MANTUA CREEK BRIDGE, (DB #02332), GLOUCESTER COUNTY:

NJDOT has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by changing the funding source of the Route 44 Mantua Creek Bridge project (DB #02332) from State to Federal funds. Currently programmed with \$3.915 million state funds for construction in FY05, this project provides for rehabilitation of this vertical lift bridge. The movable span bridge will be rehabilitated without modification or realignment of the approach roadway. The deteriorated piers and abutments of the substructure will be enhanced/rehabilitated. The project will include approximately 50 feet of approach roadway work in each direction in order to provide smooth transition from the roadway to the bridge. Context sensitive design elements will be incorporated into the design. This project will comply with current bicycle/pedestrian guidelines. This action would federalize the project by programming \$3.205 federal bridge funds in FY05 for construction, in addition to \$2 million specially earmarked DEMO funds designated for the project, yielding a \$5.205 million FY05 construction phase.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action NJ05-03, NJDOT's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by federalizing the Route 44 Mantua Creek Bridge project (DB #02332) using \$3.205 million federal bridge funds and \$2 million specially earmarked DEMO funds for a \$5.205 million FY05 construction phase.

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

TIP ACTION PA05-09: LANCASTER AVE. (US ROUTE 30) CLOSED LOOP TRAFFIC CONTROL SYSTEM (MPMS #14767), DELAWARE COUNTY:

Delaware County has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP and programming funds for the Lancaster Ave. (US Route 30) Closed Loop Traffic Control System project (MPMS #14767). This project was included in the FY2003 TIP but was dropped as the municipality was not prepared to advance the pre-construction phase of the project. Due to recent negotiations with the county, Radnor Township has agreed to fund and advance the engineering phase of the project, and Delaware County is requesting that the project be added back onto the TIP with \$100,000 local funds so that a project manager from PENNDOT will be assigned to the project. Right of way and construction totaling \$1.3 million would be programmed in Later Fiscal Years. The project would provide for the development of a closed loop traffic control system connecting approximately 14 intersections along Route 30 between Wayne Avenue and Lowry's Lane in Radnor.

Discussion: The RCC reviewed questions raised by the Transportation Subcommittee. They included: Will the pedestrian crossing be enhanced? Can bus preemption be included? Has coordination taken place with neighboring counties? Should left turns be prohibited? These concerns will be forwarded to PennDOT.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Nawn) to recommend that the DVRPC Board approve TIP Action PA05-09, Delaware County's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Lancaster Avenue (US Route 30)

Closed Loop Traffic Control System project (MPMS #14767) back into the TIP with \$100,000 Local funds for preliminary engineering. The RCC also recommends that pedestrian crossings be enhanced; that bus preemption be included; and that coordination with neighboring counties be considered.

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

TIP ACTION PA05-10: BEN FRANKLIN BRIDGE PHILADELPHIA OPERATIONAL IMPROVEMENTS (NEW PROPOSED PROJECT, MPMS#72597):

DRPA/PATCO has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project (Ben Franklin Bridge Philadelphia Operational Improvements, MPMS #72597) into the TIP with \$5 million specially earmarked DEMO funds. The Ben Franklin Bridge interfaces with a complex network of streets, highway segments, and signalized intersections on the west end of the bridge and Vine Street. This project would aim to reduce congestion in this area by providing for short-term operational improvements to local Vine Street between the Ben Franklin Bridge and 9th Street.

It would also provide improvements at the Broad Street off-ramp from I-676 westbound, and traffic signal improvements. Preliminary and environmental analysis of long term alternative improvements would also be included.

DEMO funding has been provided through FHWA Section 115 funds which require no local match. Funds would be programmed accordingly: preliminary engineering in FY05 (\$1 million), and final design, right of way, and construction in FY06 (\$4 million).

Discussion: The RCC considered whether public involvement would be part of this project; questioned what specifically is planned in this project and which part of the bridge/roadway would be affected. Elizabeth Schoonmaker noted the following: Congestion on Vine Street results from very high traffic volumes coming from both northbound and southbound I-95 as well as the Benjamin Franklin Bridge. Traffic must essentially exit from the western end of the bridge and travel via local street intersections in order to access I-676 westbound. Very high traffic counts have been identified at several locations in the area and traffic frequently backs up onto the bridge due to poor flow off the western end. DRPA/PATCO has done some preliminary analysis to identify a few specific trouble spots such as the intersection of (local) Vine Street and 8th Street, (local) Vine Street between the end of the bridge and 9th street and the Broad Street off-ramp from I-676 westbound. DRPA/PATCO has also worked with PENNDOT and the City of Philadelphia Streets Department as this area of the city has facilities owned by all three entities. A consultant will be hired to identify specific locations which should be addressed and what the improvement should be, keeping in mind that improving one location should not negatively impact another. So far, "Spot improvements" identified may include new signalization at Vine and 8th Street, and re-stripping of the Broad Street off ramp. The appropriate level of public involvement gets determined after the project is scoped by DRPA/PATCO, FHWA, and PENNDOT. [Appropriate personnel from those agencies meet and do a field -view of the project area.] The request has been made of PENNDOT to set up the scoping meeting and assign a project manager, but that has not yet occurred.}

The committee also discussed how the funds were allotted for this project.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Karen Friedman) to recommend that the DVRPC Board approve TIP Action PA05-10, DRPA / PATCO's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Ben Franklin Bridge Philadelphia Operational Improvements (MPMS #72597), with \$5 million specially earmarked DEMO funds for preliminary engineering, final design, right of way, and construction. The RCC also asks that the following be considered: that bicycle and pedestrian facilities be incorporated in this project since they have not been addressed previously because of a lack of funds; specifically that access to the ramp on the PA side be included as well as continuation of the walkway on the NJ side; and that public input be included in the engineering phase.

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

TIP ACTION PA05-11: BELFIELD AVENUE SIGNAL IMPROVEMENTS (MPMS #48194), PHILADELPHIA:

The City of Philadelphia has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP and programming \$1.760 CMAQ/\$440,000 Local match for the Belfield Avenue signal improvement project. This project was programmed for \$1.1 million in FY 2005 construction in the (previous) FY2003 TIP but was not included on the transition list, and is now ready to advance. The project provides for signal modernization at 8 intersections, channelization, pavement markings, and related work, including provisions for bicycle accommodation and enhanced pedestrian flow. Base repair and resurfacing of the roadway between Old York Road and Wister Street is now also included in the project and accounts for the increased cost. Ms. Schoonmaker provided a map outlining this project.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Pat Horrocks) to recommend that the DVRPC Board approve TIP Action PA05-11, the City of Philadelphia's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Belfield Avenue Signal improvement project (MPMS #48194) back into the TIP with \$1.760 million CMAQ/\$440,000 Local match for construction in FY05. The RCC also expresses its concern as to whether community groups have been involved in this project.

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

\$9.8 MILLION "FLEX" OF FEDERAL HIGHWAY FUNDS TO SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA) FOR OPERATING BUDGET RELIEF:

Charles Dougherty explained that SEPTA faces a \$62 million deficit for FY 2005 and has proposed a series of drastic service reductions and fare increases to cover the shortfall. Following Governor Rendell's announcement that Pennsylvania would "flex" highway funds to SEPTA to help reduce the deficit, PENNDOT has requested that DVRPC amend the FY2005-2008 Transportation Improvement Program (TIP) for Pennsylvania by "flexing" highway funds to the regions transit program and adding a new project. The new project "FHWA Flex for Preventive Maintenance"

(MPMS #69529) would program \$9.8 million in Fiscal Year 2005 which SEPTA would apply to federally eligible preventive maintenance expenses for bus and rail vehicles and facilities. "Flexible funding" enables state and local governments and transportation operators to agree on fund transfers between the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The act of transferring the funds from one agency to the other is referred to as "flexing."

A combination of federal highway (STU/NHS) and Bridge funds totaling \$9.8 million would be shifted out of the FY05 programming of four transportation projects which are either delayed or require less funding than originally expected. In the case of delay (2 projects), the shift will have a cascading effect on funds in subsequent fiscal years as construction is not expected to begin on those projects until Fiscal Years 2007 and 2008. All four projects will continue to advance. The \$9.8 million would then be flexed to the FTA and re-programmed in the new SEPTA Preventive Maintenance project. FY05 funds would be shifted out of 4 projects as follows:

Bucks County

- PA 413, New Rodgers Road(MPMS #13576), defer \$2.455 million (STU)
- Oxford Valley Road (MPMS #13635), defer \$1.384 million (STU)
- Callowhill Road Bridge (MPMS #12942), reduce by \$1 million (Bridge)

Montgomery County

- PA 309, Welsh Road to Highland Avenue (MPMS #16477), reduce by \$4.961 million (NHS)

In addition to the \$9.8 million of federal highway funds flexed to SEPTA, \$3.2 million will be provided by state Transportation Assistance Program (TAP) Bond Funds for a total aid package of \$13 million. This action serves as a stop-gap measure which enables SEPTA to delay service cuts and fare increases until February 27, 2005. Approximately \$49 million is still needed to reduce the SEPTA budget shortfall. SEPTA 's goal, and the goal of transit operators around the state, is the approval of a predictable and dedicated funding source for public transportation.

Discussion: Possible compromises have been proposed by local legislators. Members discussed whether an increase in the real estate transfer tax would make affordable housing less so. President Bush's most to eliminate HUD will also have an effect.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve the flexing of \$9.8 million in federal highway funds as a one-time measure to supplement the state's currently enhanced level of FY 2005 transit operating funds, including \$3.2 million allocated to SEPTA. We emphasize that these amounts will suffice only for a small part of the current fiscal year.

Therefore, we ask the DVRPC Board to urge the Pennsylvania Executive and Legislative branches to arrange promptly for continued funding at enhanced levels for the rest of the current fiscal year; and to create a transit funding plan assuring similarly adequate and predictable funding throughout the state in future years.

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

ADOPTION OF DVRPC FISCAL YEAR 2006 PLANNING WORK PROGRAM:

John Griffies, DVRPC Contracts Manager, stated that the Fiscal Year 2006 Planning Work Program (UPWP) consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

To support certain projects the Board has selected for the DVRPC FY2006 UPWP, a series of TIP Actions will need to be made to the FY05 TIP for New Jersey and Pennsylvania. The source of funds for projects in New Jersey will be monies made available to the state by recent increased federal obligation authority. The source of funds for projects in Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

Discussion: Ajay Creshkoff noted that short-term goals should be tied to the vision of the long-range plan. Mr. Creshkoff referred to the importance of an explicit summary of lessons learned from previous long-term planning efforts. He also stressed the importance of DVRPC progress reports every two years which include tables showing implementation (in financial and other measurable terms - both quantitative and qualitative).

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Elaine Cohen) to recommend that the DVRPC Board adopt the DVRPC Fiscal Year 2006 Planning Work Program, pending the resolution of any issues.

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

APPROVAL OF DVRPC'S PROJECT RANKINGS FOR THE PA PORTION OF THE DRAFT REGIONAL AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) FOR STATE FISCAL YEAR 2005/FEDERAL FISCAL YEAR 2006:

Roger Moog, DVRPC Manager, Office of Aviation Planning, noted that in 2003 the PENNDOT Bureau of Aviation (BOA) asked DVRPC to create a regional four year ACIP in the form which BOA produces its document for the FAA annually. The intent was to let regional input be part of the deliberation and decision making process for selecting statewide airport development projects. After a successful pilot period, PENNDOT requested an official SFY 2005 ACIP from DVRPC for this year's project selection process. In preparing this document, the DVRPC role expanded to include facilitating planning meetings with each DVRPC System Plan airport sponsor; and developing a ranking system under federal, state, and regional guidelines, resulting in a list of all proposed SFY 2005 / FFY 2006 airport projects.

Only a fraction (20% - 30%) of the total state funding, federal apportionment and federal discretionary monies is expected to be allocated to projects in the DVRPC region. Hence, the project ranking is necessary to ensure appropriate and fair funding distribution within the region and also demonstrate to PENNDOT, BOA and the Federal Aviation Administration, regional funding needs. Reiner Pelzer, DVRPC Senior Transportation Planner, clarified that aviation funds from the federal aviation trust fund and from a state "pot" of funding are used to pay for these improvements.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Shirley Loveless) to recommend that the DVRPC Board approve the DVRPC project ranking of regional airport development projects for the Pennsylvania Portion of the Regional Airport Capital Improvement Program.

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

ADOPTION OF DESTINATION 2030 POLICY PAPER: A VISION FOR THE FUTURE:

Michael Boyer, DVRPC Manager, Office of Long-Range Planning, and Richard Bickel, DVRPC Deputy Director, Regional Planning, explained out that DVRPC has identified eight critical issue areas that will impact the future form and development of the region. They are part of the 2030 Long Range Plan development process. The eight areas include GROWTH MANAGEMENT, URBAN REVITALIZATION, The ENVIRONMENT, ECONOMIC DEVELOPMENT, TRANSPORTATION FACILITIES, TRANSPORTATION FINANCE, TRANSPORTATION OPERATIONS, and EQUITY AND OPPORTUNITY. A vision, describing what life will be like in the future, was developed for each of the eight issues. A series of break out sessions, centered around the eight issue areas, was held during the December 2003 Board Retreat. Participants reviewed the vision statement and then, working backward from 2030, documented what steps were taken to achieve the vision.

Staff then expanded the vision statements into eight issue papers supported by background data, including trends, current policy perspective and key actors. Each section also identifies opportunities and challenges, and sets forth a set of goals. The intent of this document is to spur discussion among stakeholders and the public of what the region should and could be in the future.

Discussion: Committee members stressed that measurable outcomes are needed to quantify Plan goals. A proactive approach is needed to deal with infrastructure such as trolley lines, rails to trails, etc. Members felt that such issues as sustainability, the coming energy shortage, and global warming should be considered in the long-range plan.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by John Nawn) to recommend that the DVRPC Board adopt the *Destination 2030: A Vision for the Future* report as the basis for the goals and policies for the 2030 Long-Range Plan.

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

JOB ACCESS AND REVERSE COMMUTE (JARC) GRANT PROGRAM AND PROJECT RANKING:

Karen Cilurso, DVRPC Regional Planner, pointed out that TEA-21 included a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute (JARC) Grant Program. This program provided funding for transportation services and supportive activities that facilitate access to jobs for welfare and lower income persons, as well as reverse commute trips for the general population. In southeastern Pennsylvania, SEPTA has a balance of \$6.1 million from partial FY 2003 and FY 2004 earmarks. The required 50% non-U.S.

Department of Transportation matching funds are intended to be provided by the Pennsylvania Department of Public Welfare, although sufficient funds to fully match the available federal dollars is currently uncertain. In New Jersey, New Jersey TRANSIT, has a statewide earmark balance of \$4.7 million for FY 2004. The statewide Transportation Innovation Fund will be the source for 20% of the required 50% match. Applicants will need to cover the remaining match from other sources.

FTA regulations for the JARC program require metropolitan planning organizations (MPOs), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Regional Job Access and Reverse Commute Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

Following project solicitation, Letters of Intent (LOIs) were received at DVRPC from applicants in both Pennsylvania and New Jersey. In the case of New Jersey, LOIs from only four applicants were received. Given the small number, staff determined that the New Jersey JARC Subcommittee did not need to meet. However, project information was distributed to the Subcommittee members for their review. No comments were received for the New Jersey project proposals, and all are recommended for funding with equal priority.

In Pennsylvania many projects from the Southeastern Pennsylvania Transportation Authority (SEPTA) and various sub-recipients were received. However, the total cost of the submissions does not equal the available federal funds (with match). In past JARC funding rounds, SEPTA submitted additional projects to completely allocate the available federal funding level. In this case, given the uncertainties of the availability of state matching funds, SEPTA believed it prudent to submit a more fiscally constrained list of projects.

On December 15, 2004, DVRPC convened the Pennsylvania JARC Subcommittee (composed of city, county, public transit agency, Regional Citizens Committee and U.S. Department of Housing and Urban Development representatives) to evaluate and prioritize the proposed projects in Pennsylvania. Each applicant was invited to the meeting to further explain their submitted Letter of Intent and to respond to Subcommittee questions. All projects are in priority order, except for two non-service projects that were not ranked but recommended for funding and one project that was not recommended for funding. Should the state match issue be resolved in the future, SEPTA and/or the sub-recipients may be able to submit additional projects to fully allocate the available federal JARC funds.

Discussion: Ms. Cilurso noted that the RCC's representatives to the JARC Subcommittee (Ernest Cohen and Creighton Rabs) did not respond to requests to rank the projects.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve the FY 2005 New Jersey and Pennsylvania projects recommended for funding under the Job Access and Reverse Commute (JARC) program.

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

TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID) ACT (ACT 238 OF 2004):

Richard Bickel provided an update of new legislation that was signed into law by Governor Rendell in December, 2004. DVRPC was instrumental in drafting this bill, whose prime sponsor was Representative Carole Rubley (R-Chester). The bill authorizes local governments, working with public transit agencies, to plan for and implement TRIDs throughout the Commonwealth, making use of new funding for planning and leveraging the benefits of Pennsylvania's existing redevelopment and community revitalization laws and incentive programs. The bill also authorizes transit agencies to partner in the development process, and enables them to benefit from proposed value capture provisions for taxes generated by new development in the designated TRID area. Partners in the multi-year effort included the PA Planning Association, PA Environmental Council, and the PA Chapter of the American Institute of Architects. The next steps are to seek funding for the act, coordinate with the Department of Community and Economic Development, and PennDOT on implementation, and to do training and outreach on the provisions of the act.

SUBCOMMITTEE REPORTS:

25-Year Task Force: Ernest Cohen asked that comments regarding the 2030 Plan be forwarded to him. He will prepare a paper for the RCC's consideration. Mr. Strumpfer reminded Mr. Cohen that the first order of business of the task force in February should be the election of a new chair.

OTHER BUSINESS:

Tom Cooper reported that the state's consultant is scheduled to release his recommendation next week, which will support diesel service for the Schulykill Valley Metro.