

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
SEPTEMBER 13, 2005**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of July 19, 2005 were approved with a clarification by Warren Strumpfer, who asked that the wording on page 1, last paragraph, be changed to: "Warren Strumpfer listed a number of other RCC issues, namely; ...".

CHAIRMAN'S REPORT:

Dennis Winters, Chair, reported that DVRPC staff had asked that the RCC appoint a representative to the Job Access and Reverse Commute (JARC) Subcommittee. Mr. Winters volunteered for that position.

RTC REPORT:

Warren Strumpfer, RTC representative, stated that he had highlighted the following issues at the last RTC meeting: he noted the RCC's appreciation of DVRPC staff's quick response to the RCC's 2030 Plan Policy Issues, as well as John Pawson's election as chair of the 2030 Task Force; he noted his appreciation of NJ Transit's better definition and funding clarity in the latest TIP for NJ; he expressed the Rcc's thanks to DVRPC's executive staff for the recent meeting; and he noted the chart that is now available tracking RCC comments and agency responses. His comments on roundabouts are reflected in the Transportation Subcommittee's report.

COMMITTEE BUSINESS:

A number of the county caucuses met and a number of representatives had to be appointed by the Chair to serve on the Nominating Committee. The Nominating Committee now includes the following members:

Bucks County:	Larry Shaeffer
Chester County:	Hans van Naerssen
Delaware County:	Andy Saul
Montgomery County:	John Pawson
Philadelphia:	Heather Winett
Burlington County:	Joe DiMedio
Camden County:	Roxane Shinn
Gloucester County:	Sara Thurston

(NOTE: Because the Nominating Committee members did not meet while at DVRPC, Dennis Winters appointed Roxane Shinn as Chair of the Nominating Committee.)

TIP ACTION PA05-40: BUS STOP ENHANCEMENT PROJECT (NEW PROPOSED PROJECT, MPMS #71644), PHILADELPHIA:

Warren Strumpfer, Transportation Subcommittee Chair, reported that PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania. This request would add a new project, the Bus Stop Enhancement Project (MPMS #71644)

sponsored by the Philadelphia Commercial Development Corporation PCDC). This project would be programmed with \$750,000 of specially earmarked Section 115 DEMO funds for preliminary engineering. The overall goal of the project is to improve the surrounding businesses and community during and after the SEPTA Market Street Elevated Re-construction Project by enhancing bus stop facilities and the local environment. The project will improve bus stops that intersect with and/or feed SEPTA Market Street Elevated "E1" stations via the development and design of bus shelters with improved lighting, seating, security, and possible wiring for internet access.

Discussion: RCC members discussed the Transportation Subcommittee's concern that PCDC may not have fully coordinated this project with the City of Philadelphia and SEPTA. A meeting is scheduled to take place on September 14th to clarify these issues; the RCC is invited to send a representative. Dennis Winters will attend and voice committee concerns. One of the RCC's concerns included the location and need of internet connections.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Boyle) to abstain on TIP Action PA05-40, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Bus Stop Enhancement Project (MPMS #71644) by programming \$750,000 of specially earmarked Section 115 DEMO funds for preliminary engineering in FY05, due to a lack of viable information on this project.

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

TIP ACTION PA05-41A: US 202 5 POINTS INTERSECTION (MPMS #63493), MONTGOMERY COUNTY:

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by advancing a project currently programmed for construction in "Later Fiscal Years" into the FY05 and FY06 years of the TIP. The 5 Points Intersection (Section 71A) (MPMS #63493) has been on hold while a task force re-evaluates US Route 202 Section 700 but is now ready to advance to final design in FY05 (\$900,000 State), and right of way (\$800,000 Federal/\$200,000 State), utility (\$400,000 Federal/\$100,000 State), and construction (\$2.4 million federal/\$600,000 state) in FY06. The project includes widening the intersection approaches and intersection improvements of three major roads by adding additional through lanes on PA 309 and turn lanes on PA 463.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Larry Shaeffer) to recommend that the DVRPC Board not approve TIP Action PA05-41a, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by advancing the US Route 202 Five Points Intersection project (Section 71A) (MPMS #63493) into the TIP for \$5.4 million, unless the project includes pedestrian bridges at not more than one-half mile intervals, and other facilities to accommodate bicyclists/pedestrians because of the large number of commercial buildings and the large number of roads in the contiguous area. The RCC also believes that additional analysis is needed, particularly regarding whether roundabouts and signalization could resolve the issues in this location.

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

TIP ACTION PA05-41B: NORRISTOWN SIGNAL SYSTEM (MPMS #16701),MONTGOMERY COUNTY:

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project onto the TIP, the Norristown Signal System (MPMS #16701). The project would be programmed for construction (\$1.8 million CMAQ) in FY06. Selected as part of the DVRPC CMAQ Competitive Program in 1999, this project will provide funds to coordinate and interconnect 27 traffic signals on Main, Airy, Marshall, Swede, and Dekalb streets with various local streets in the Borough of Norristown. Signals will be replaced and traffic-responsive closed loop detectors will be installed in the roadway. PENNDOT District 6 and the Township will monitor the system which can accommodate remote access for emergency response. Pedestrian push buttons and line striping will be included.

Discussion: RCC members expressed their doubt that the proposed project would really improve traffic flow. They also believed that there should be credible prior measurement of signalization projects that could foretell whether this project would work. Also questioned was why CMAQ funds were allowed to be held since 1999 without being spent. Members discussed the need for transparency in the projects proposed by the state DOT's. They believe that other states are doing much more innovative planning with more in-depth feasibility studies and outcome measurement. The committee discussed whether it should be asking for much more information and level of detail. Candace Snyder, DVRPC Public Affairs Director, pointed out that the RCC is already complaining of too much paperwork and would not be able to get through its agenda if this level of detail were available and provided. This topic will be put on the RCC agenda for October with approximately 30 minutes provided for additional discussion.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-41b, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project onto the TIP, the Norristown Signal System (MPMS #16701), for construction (\$1.8 million CMAQ) in FY05. However, the RCC urges that signals be configured to improve crossings for bicyclists and pedestrians. The committee has little faith in push buttons and line striping as a means of accommodating these other transportation users. The RCC also believes that PennDOT should be able to update the predicted outcome for traffic flow and should do a complete analysis after improvements are completed.

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

TIP ACTION PA05-42: TRANSPORTATION ENHANCEMENTS (TE) (MPMS #64984) VARIOUS COUNTIES:

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing construction costs for two projects selected through the TE Competitive Program in order for them to advance to construction in September.

PENNDOT proposes to fund the cost increases by drawing unobligated FY05 funds from the DVRPC TE Line item. No other projects will be delayed by this action, as there are no plans to obligate these funds this fiscal year. Projects requiring cost increases:

MPMS #50517 - Falls Twp Community Connector(Trail), Bucks County-\$501,000
MPMS #65904 - Doylestown Broad Street Improvements, Bucks County-\$524,000

The Falls Township Community Connector appears on the current TIP with an \$850,000 construction phase in FY05, using a 20% Toll Credit Match, and would require \$501,000 increase. The Doylestown Broad Street Connector is currently programmed for \$601,000 for construction in FY05 and would require a \$524,000 cost increase. Both projects have completed final design phases, with design performed and paid for locally. Both projects have low bids from different contractors that came in up to 60% higher than the project budget. From past experience it has been observed that there isn't substantial savings by rebidding projects after reducing scopes. In fact it sometimes costs more when a project is rebid.

PENNDOT has proposed to pay for the cost increases by drawing down unobligated funds from the TE Line item (MPMS #64984), currently containing \$3.806 million federal TE funds. FY05 and FY06 funds are all "claimed" by projects that were recently selected through the TE Competitive Program, but the projects do not actually draw down the funds until the appropriate time when they are ready to advance to construction. If all TE projects laid claim to funds during the same fiscal year, there would not be enough to fund cost increases, but given the "rolling" nature of how projects actually reach the construction phase and obligate funding, and given the possible increased level of TE funds to the DVRPC region from the new SAFETEA-LU federal transportation bill, it may be possible to maintain the funding level for the upcoming round of the TE Competitive Program, and still fund cost increases. The worst case scenario is that the cost increases would impact the size of the "pot" for the upcoming round of TE projects. The TE Subcommittee will address the larger policy issue of how to fund cost increases in depth at the next PA TE Subcommittee meeting, but given the end of fiscal year FY05 and two projects that are ready to begin construction now, the construction increases for these two projects are being requested at this time.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-42, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by drawing \$1.025 million TE funds from the DVRPC TE Line Item, MPMS #64984 and increasing MPMS #'s 50517 (\$501,000) and 65904 (\$524,00).

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

TIP ACTION PA05-43: FTA SECTION 5310 PROGRAM CAPITAL ASSISTANCE (MPMS #62150), PENNDOT AND VARIOUS COUNTIES:

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by programming funds for the Federal Transit Administration's Section 5310 Program (formerly Section 16(b)(2)).

This program provides capital assistance to private nonprofit corporations that provide transportation services for senior citizens and people with disabilities. Every year PENNDOT coordinates an application process for this program and this year has selected 9 agencies in the DVRPC region to program a total of \$1,174,000 in FY05 for the purchase of 21 vehicles for the

following agencies:

Agency	County	Federal Share	Local Share	Total Cost
Bucks County Transport, Inc.	Bucks	\$194,560	\$48,640	\$243,200
St. Luke's Quakertown Hospital	Bucks	\$37,680	\$9,420	\$47,100
Chandler Hall Health Services.	Bucks	\$74,560	\$18,640	\$93,200
Cerebral Palsy Assoc. of Chester County, Inc.	Chester	\$195,520	\$48,880	\$244,400
Community Transit of Delaware County, Inc.	Delaware	\$134,640	\$33,660	\$168,300
Intercommunity Action, Inc.	Delaware	\$34,800	\$8,300	\$43,100
Suburban Transit Network, Inc.	Montgomery	\$172,480	\$43,120	\$215,600
Programs Employing People (PEP)	Philadelphia	\$40,000	\$10,000	\$50,000
University of Pennsylvania School of Nursing/ d.b.a. LIFE	Philadelphia	\$55,280	\$13,820	\$69,100
Total		\$939,200	\$234,800	\$1,174,000

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-43, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding funds into the TIP for the FTA's Section 5310 Program (MPMS #62150). This amendment will program a total of \$1.174 million (\$939,200 Section 5310 funds/\$234,800 Local Match) in FY05.

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

PENNVEST APPLICATION, MONTGOMERY COUNTY:

Cathy Zukoski, Environmental/Legislative Subcommittee Chair, 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. PENNVEST has recently begun a program to provide loans for brownfield assessments and remediation.

PENNVEST has forwarded one application to DVRPC for review for consistency with the regional plan as follows:

Montgomery County

- Lower Perkiomen Valley Regional Sewer Authority requests a \$25,000,000 PENNVEST

loan to expand the capacity of the Oaks Waste Water Treatment plant from 10.5 mgd to 14.25 mgd. The proposed increase in capacity is noted to serve new development and growth in the area around Routes 422 and 29 and surrounding areas in Colledgeville, Lower Providence, Perkiomen, Skippack, Trappe and Upper Providence.

This project serves to alleviate existing problems and is in an area already developed or identified as a Future Growth Area as designated in the DVRPC Year 2030 Plan. As such, this project is consistent with the goals and policies of the regional plan.

Ms. Zukoski stated that the subcommittee was split on this issue and did not have a recommendation.

Discussion: Patty Elkis, DVRPC Manager, Office of Environmental Planning, reported that the proposal regional project is in a 2030 designated growth area but borders on open space. It will provide jobs but could also promote creeping sprawl. Dennis Winters will share the committee's concerns when reporting this action to the Board.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Miles Day) to recommend that the DVRPC Board

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

RECOMMENDED PRIORITY PROJECTS FOR THE NEW JERSEY TRANSPORTATION ENHANCEMENTS (TE) PROGRAM FOR FY 2005:

Jacob Mallikal, DVRPC Manager, Capital Project Implementation, reported that the federally funded Transportation Enhancements Program enables local governments and organizations to implement "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law requires states to set aside 10% of their federal Surface Transportation Program funds for the TE Program. While Pennsylvania and New Jersey conduct their programs differently, DVRPC is involved in the project selection process of both states.

As part of the New Jersey TE selection process, DVRPC staff participates on the NJDOT statewide Transportation Enhancement Advisory Committee, along with the other two MPOs, NJDOT, the Office of Smart Growth, and NJ TRANSIT (FHWA observes and monitors the process). Members of the committee are asked to evaluate the candidate projects, applying NJDOT's 12 selection criteria. NJDOT staff visit each site and confer with other agencies before providing comments to the committee.

Projects are evaluated against each other within categories. The Advisory Committee recommends to the Commissioner a short list of the highest rated projects for selection at his discretion. While there are no set funding levels by category, the short list is developed with consideration given to geographic distribution and variety of projects.

In the 2005 TE Program, 35 applications were received and evaluated from the DVRPC portion of New Jersey. DVRPC invited the members of the New Jersey Subcommittee of the RTC to assist

in the evaluation process by providing input and local knowledge on projects in their area. The subcommittee will meet on September 16, 2005. The list of projects developed by the subcommittee will then be presented to the Board for its endorsement so that it can be sent to the Statewide TE Advisory Committee for consideration as it develops its short list for the Commissioner. The Advisory Committee will meet on September 30, 2005 to review all applications and make its recommendations.

Discussion: Mr. Mallikal stated that the New Jersey TE process is better than in past years but still has a ways to go to become as forthright and inclusive as PennDOT's. No priority ranking of projects is available since the New Jersey Subcommittee doesn't meet until September 16, 2005. Warren Strumpfer serves as the RCC representative to this subcommittee.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by John Boyle) to entrust the RCC's representative, Warren Strumpfer, to represent the committee's thinking at the September 16, 2005 New Jersey TE meeting. The RCC applauds any improvement in the state's TE process but encourages more outreach and involvement at the MPO level.

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

DVRPC FY2006 WORK PROGRAM AMENDMENT: NJDOT AIRPORTS; TWO MASTER PLAN STUDIES:

Roger Moog, DVRPC Manager, Office of Aviation Planning, explained that as part of its airport development program for the state, NJDOT has requested that DVRPC Aviation staff complete two preliminary planning studies for airports in its region. Regional planning knowledge and facility expectations will be integrated into the studies to provide local as well as statewide perspective.

DVRPC will complete two studies, one each at two South Jersey airports in the DVRPC Regional Aviation Systems Plan (RASP). At South Jersey Regional Airport, staff will assess the regional system role currently and in the future, which will establish any necessary capital expansion. At Cross Keys Airport, staff will update the Airport Layout Plan (ALP) using DVRPC resources and baseline data and graphics previously produced by the New Jersey Division of Aviation consultant, Clough Harbor Associates.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board amend the DVRPC FY2006 Work Program to include a project to undertake master plan studies for the South Jersey Regional Airport in Burlington County and the Cross Keys Airport in Gloucester County to determine future capital needs.

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

PHL AIRPORT EXPANSION DISCUSSION:

Heather Winett presented her views on the proposed runway expansion at Philadelphia International Airport, and voiced concerns regarding noise and environmental impacts. She stated that air traffic control procedural changes associated with the proposed airspace redesign have the potential to impact the environment. Therefore, an Environmental Impact Statement (EIS) that analyzes the potential environmental impacts of airspace redesign and documents the analysis will be produced. Hand in hand with the EIS is public involvement in assessing the environmental impact of the redesign of the airspace. This is required by the National Environmental Policy Act (NEPA). NEPA regulations require that federal agencies involve the public in decisions, which affect the quality of the human environment. The NEPA process starts with a Notice of Intent (NOI). This is followed by the scoping process. The scoping process includes community meetings and coordination with federal and other interested agencies. This is followed by the preparation of a Draft EIS, public review, the identification of a preferred redesign alternative, the publication of a Final EIS, and the formal agency Record of Decision (ROD). The estimated time for this complete process is 5 years. Roger Moog clarified a number of issues such as capacity, passenger movement, and runway restrictions.

Ms. Winett asked that RCC members educate themselves about these issues. She asked that Dennis Winters form an Aviation Subcommittee that will examine both sides of the issue, both at PHL and at suburban airports. Mr. Winters agreed and will serve on the subcommittee as well, inviting other to join as they see fit.

DVRPC FY 2007 PLANNING WORK PROGRAM DEVELOPMENT:

John Griffies, DVRPC Contracts Manager, distributed a schedule for the development of DVRPC's FY 2007 Work Program. The RCC's packets included past unfunded projects as well as the committee's proposals for FY 2006. A complete package including the above as well as staff proposals for this year will be sent out to RCC members during the first week of October. The Transportation Subcommittee was authorized to prioritize these projects at its October 13 meeting, and to represent the full committee in this matter. Anyone wishing to be involved in this issue should attend that meeting. Ajay Creshkoff stated that he keeps asking for outcome measurement on the Work Program projects but none is forthcoming.

BICYCLE SURVEY:

John Madera, DVRPC Senior Transportation Planner, reported that a bicycle survey is planned for late September - early October. Surveyors will collect information about the bicyclists' trip lengths, destinations, type of facilities, and their safety knowledge. Survey questions will be asked during a short roadside interview and through a mail-back questionnaire. The surveys will take place at over 30 locations throughout Pennsylvania and New Jersey. The exact locations cannot be disclosed, as this could skew the data.

The purpose of the survey is to help DVRPC better plan for the needs of bicyclists, and ultimately to improve the air quality and increase mobility options in the region. Bicycles are an important mode of transportation because they require no fossil fuels, produce no emissions, and because they account for a significant share of trips in low income, college and university communities throughout the region. Data on bicycle usage in the region is crucial to help guide public policy and investment in future bicycle facilities and safety programs.

WORKSHOPS FOR TRANSPORTATION ENHANCEMENTS, HOME TOWN STREETS, AND SAFE ROUTES TO SCHOOL PROGRAM:

Ryan Gallagher, DVRPC Project Implementation Coordinator, noted that DVRPC held five Transportation Enhancement (TE), Home Town Streets (HTS), Safe Routes to School (SRS) workshops during August. More than 350 invitations were sent to all municipalities and school districts in the five-county PA portion of the region. The next steps in the process include PennDOT releasing applications to DVRPC on October 17, 2005; the selection committee will meet in early December, 2005 to rank projects; and recommendations will be forwarded to PennDOT in late January, 2006. Project awards are anticipated by May, 2006.

TRANSPORTATION SUBCOMMITTEE REPORT:

Roundabouts: Mr. Strumpfer stated that roundabouts now qualify for 100% federal transportation funding. With over 1000 roundabouts in the country to date, NYDOT is proposing that roundabouts be the norm versus stop signs. The subcommittee asks that the RCC suggest, as an issue of policy, that DVRPC, NJ DOT and PENNDOT follow the same initiative as NYDOT.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend the following resolution to the DVRPC Board:

The RCC recommends that DVRPC, PENNDOT and NJDOT follow NYDOT's lead by adopting a roundabout-by-default policy before a stoplight is considered. The benefits of roundabouts have been cited many times and include saving lives, slowing vehicle speeds, providing efficient traffic flow, reducing pollution, and saving money. Roundabouts also now qualify for 100% federal transportation funding. Further, the RCC requests that this resolution be considered this year.

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

Builders League of New Jersey's Growth Fit Management Plan: Mr. Strumpfer reported that the subcommittee recommends that this organization be invited to an RCC meeting to make a presentation. Prior to their addressing the RCC, the Builders League of New Jersey should be invited to meet with key DVRPC staff to discuss their "Growth Fit Management Plan." Mr. Winters asked that this be deferred until October for consideration. In the meantime, Ms. Snyder will check out the organization's website as well as asking Regional Planning if anyone on staff has heard of this group.

Complete Streets/ SAFETEA LU Safe Routes to School Program:

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Cathy Zukoski) to recommend that DVRPC/NJDOT/PENNDOT work with the counties in the region to implement an explicit safe routes to school/complete streets plan at all levels of government.

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

Clarification of SAFETEA-LU Wording: The subcommittee also requested that Chick Dougherty provide clarification on the following: SAFETEA-LU calls for distributing funding to the urbanized area formula and rural formula programs under new factors. Half the funding will be available under a formula based on population forecasts. The other half is distributed to states with population densities exceeding 370 persons per square mile. High density funding is apportioned only to urbanized areas within those states.

(NOTE: The following clarification was received after the RCC meeting adjourned:

One-half of the 5340 funds are apportioned to “growing states.” Growing states are all states and the money is apportioned among the 50 states based on projected population in “the year that is 15 years after the most recent decennial census,” or 2015 for now. The law does say that the forecast should be based on the trend from the most recent Census to the most recent population estimate by the Secretary of Commerce. The newest state estimates on the Census web site are from July 2004. After amounts are apportioned to states, the amounts that go to urbanized areas (UZAs) and rural areas are determined by the urbanized area and rural populations projected to 2015 within each state. Since the Census does not make UZA projections, and does not even do UZA estimates between censuses, the FTA is directed to use data prepared by states. The funds for UZAs are then apportioned among the UZAs in the state based on the populations of each UZA within the state. This apportionment does not state 2015 population and would thus appear to mean 2000 population. These funds are then added to either 5307 or 5311 apportionments and treated as if they were just another tier in making those apportionments.

The other one-half of the funds are apportioned among seven “high-density” states by a complex formulas. The states that qualify are any with a population density of 370 or more persons per square mile. The seven states are New Jersey, Rhode Island, Massachusetts, Connecticut, Maryland, New York, and Delaware. The funds go only to UZAs, none to rural areas, and are distributed to all UZAs within each state based on populations of the parts of the UZAs within the state. Once again, these funds become part of the 5307 apportionment just as the Growing States funds do.

The apportionment formulas for funds appropriated for 5307 do not change. The scope of appropriations for Section 5307 for FY 2006 went from \$3.713 billion in the Senate to \$3.973 billion in the House. The amount in SAFETEA-LU is \$3.467 billion. The amount for Section 5340 in addition to this is \$388 million, about 84% of which will go to UZAs and the remainder to rural areas. In the Philadelphia area there would be funds from the growing states formula and funds for the part of the area in New Jersey from the high density states formula.)

OTHER BUSINESS:

Ajay Creshkoff and John Pawson presented the following resolutions for consideration:

Whereas, Transportation and Land Use Planning and implementation have neglected to adequately incorporate contingency (“What If”) disaster planning. Therefore, be it resolved that DVRPC examine current and proposed future programs and projects, and provide recommendations for action, including, for example, amendments to the FY 2006 Work Program.

At least three types of disasters might affect this region and could be planned for:

1. Not predictable is a major petro-chemical plant explosion. This could be either an accident or the result of terrorist action. The TV program NOW has featured the vulnerability of plants in other regions, but none in this region. Plants along the Delaware River and adjacent communities are most likely locations here to be impacted.

2. Local major storms and tornados may be predicted only an hour or two in advance. They are not subject to prior evacuation, but flood-prone areas can be identified. These are not limited to officially-recognized locations, but occur in almost every township and city neighborhood. There are apartment houses and businesses which flood repeatedly, but are rebuilt regardless. The unsuspecting are victimized. Insurance costs increase. The sites should be identified and publicized.

3. Most lengthy warning will come for a major tropical storm which will invade New Jersey's barrier islands. Their permanent population probably exceeds 200,000. Many hundreds of thousands of visitors will add to the volume which will have to be evacuated via very few routes out of those islands. Although these areas are only adjacent to the DVRPC region, the refugees will evacuate to our region, especially to Camden, Burlington, and Gloucester Counties. Thus the problem is our region's vital interest; and DVRPC should be involved in the planning.

Discussion: After some discussion, the RCC agreed that Candace Snyder should finesse this wording so that this can be considered as a FY 2007 Work Program proposal. The Transportation Subcommittee will re-examine this proposal when it meets on October 13, 2005 to prioritize all proposals.