

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
NOVEMBER 22, 2005**

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of October 18, 2005 were approved as mailed.

**CHAIRMAN'S REPORT:**

Dennis Winters, Chair, announced that the RCC will meet on Friday, December 16, 2005. This meeting will also serve as the public meeting for the Air Quality Conformity Public Comment period and will focus on the conformity issue. No other business will be conducted at that time. A notice will be issued to all members.

**RTC REPORT:**

Warren Strumpfer, RTC representative, noted that the RTC minutes had omitted his suggestion that all appropriate TIP projects should include wording that addresses pedestrian/bicycle concerns before bringing these actions to the RCC so that the committee does not always have to add this.

**COMMITTEE BUSINESS:**

Candace Snyder, DVRPC Director of Public Affairs, presented a gift on behalf of staff and the RCC to Dennis Winters, recognizing his many years of commitment to this committee.

A listing of RCC representatives to other DVRPC committees had been included in the last mailing. Mr. Winters asked if anyone had any corrections or changes to it. He also appointed Patricia Horrocks to serve as the RCC representative to the "Planning at the 'Edge" task force.

**NOMINATING COMMITTEE REPORT AND ELECTION OF CHAIR:**

Roxane Shinn, Nominating Committee Chair, announced that the Nominating Committee had met on October 18, 2005 and were submitting the names of Warren Strumpfer and John Boyle as the slate for RCC Chair for 2006. Mr. Winters opened the floor for additional nominations. There being none, the nominations were closed. Ballots were cast and counted, and Warren Strumpfer was named as Chair for 2006.

**TIP ACTION PA05-51: I-95, BLEIGH TO ACADEMY (MPMS #47783), PHILADELPHIA:**

Warren Strumpfer, Transportation Subcommittee Chair, explained that PENNDOT has requested that PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the construction phase of the I-95 Bleigh Avenue to Academy Road project (MPMS #47783) by adding \$7.290 million (\$5.832 million federal/\$1.458 million state) to FY06. Cost increases to the project are the result of necessary revisions to the portion of the structure which passes over Amtrak (including additional Amtrak labor costs), grouting work required for an abandoned quarry, and temporary repairs necessary for the State Road viaduct.

Additional fees (\$3.5 million) may be incurred in the future due to interference in Amtrak service caused by the construction project. This section of the I-95 reconstruction project entails the rehabilitation of approximately 2.5 miles of roadway. Improvements for this section of I-95 include the rehabilitation of six bridges and 1.2 miles of repaired/resurfaced roadway at an estimated cost of \$83 million.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Kay McKenna) to recommend that the DVRPC Board approve TIP Action PA05-51, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing the construction phase of the I-95 Bleigh Avenue to Academy Road project (MPMS #47783) by adding \$7.290 million (\$5.832 million federal/\$1.458 million state) to FY06 for construction.

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

**TIP ACTION PA05-52: HIGH ARCH BRIDGE (MPMS #16630), MONTGOMERY COUNTY:**

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by deleting the Norristown Farm Park High Arch Bridge project (MPMS #16630) currently programmed for construction in FY07 with \$800,000 state funds and \$200,000 match provided by the Department of Conservation and Natural Resources (DCNR). The High Arch Bridge is one of four bridges in the park that belong to DCNR slated for repair or replacement, and bridges will proceed one after the other. DCNR has indicated that the Stanbridge Street Bridge (which just advanced to preliminary engineering in July, 2005) and Hospital Bridge are the top 2 priority bridges, that the Meadow Bridge and High Arch Bridge and are 3<sup>rd</sup> and 4<sup>th</sup> priorities, respectively.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Andy Saul) to recommend that the DVRPC Board approve TIP Action PA05-52, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by deleting the Norristown Farm Park High Arch Bridge project (MPMS #16630) currently programmed for FY07 construction with \$800,000 state funds/\$200,000 DCNR match.

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

**NEW JERSEY LOCAL SCOPING HIGHWAY PROGRAM:**

The purpose of this program is to provide Federal funds directly to member subregions for the advancement of projects through the National Environmental Policy Act (NEPA) and preliminary engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in the Statewide Transportation Improvement Program (STIP).

The following two projects were identified during the 2005 Bridge Re-Evaluation as Structurally deficient and in need of rehabilitation. Since these two projects are on local facilities they will be handled by the counties as local leads. The counties have thus requested that these projects be included into the Local Scoping Program.

- **CR 670 Bridge over a Branch of the Assiscunk Creek (03D3600) - (Burlington County)**

The project is located in Springfield Township, Burlington County. During the 2005 Bridge Re-evaluation Surveys, this bridge was identified as structurally deficient. The bridge is in need of deck replacement and superstructure rehabilitation. This project will complete the Scoping Phase of the project and begin the preliminary engineering.

- **Bispham Street Bridge over the North Branch Rancocas Creek (03D4110) - (Burlington County)**

The project is located in Mount Holly Historic District , Burlington County. During the 2005 Bridge Re-evaluation Surveys, this bridge was identified as structurally deficient. The bridge is in need of deck replacement and superstructure rehabilitation. This project will complete the Scoping Phase of the project and begin the preliminary engineering.

Each bridge restoration would cost \$150,000 for a total of \$300,000 for both bridges.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve the inclusion of County Route 670 Bridge (03D3600) over a branch of the Assiscunk Creek and Bispham Street Bridge (03D4110) over the North Branch Rancocas Creek projects into the New Jersey Local Scoping Program.

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

**SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM (SRHPP) AND TRANSIT SUPPORT PROGRAM (TSP):**

Mr. Strumpfer noted that the Supportive Regional Highway Planning Program comprises chapter three of the DVRPC Planning Work Program, and the Transit Support Program comprises chapter four of the Work Program. The purpose of the Supportive Regional Highway Program is to make funding available for highway planning work undertaken by member governments in Pennsylvania and New Jersey. In addition to core budgets, a portion of the overall budget for New Jersey is reserved for short-duration special studies. There is no special study budget for Pennsylvania within this funding program.

In New Jersey, four special studies were selected by the New Jersey Subcommittee: Traffic Counting programs for both Gloucester and Mercer Counties (sponsored by Gloucester and Mercer Counties, respectively); a Downtown Parking Ordinance and Sidewalk Design Standard study for the City of Trenton (sponsored by the City of Trenton) and the Subcommittee agreed to fund a portion of the DVRPC Regional Roundabout Analysis. In FY 2007, overall budgets increased 10% for New Jersey and 14% for Pennsylvania over FY 2006 figures. Budgets, as well as the work programs for the special studies, are attached.

The point of the Transit Program is to make funding available for transit planning work undertaken by member governments. In addition to core budgets, a portion of the overall budgets for Pennsylvania and New Jersey is reserved for short-duration special studies. In Pennsylvania, three special studies were chosen as follows: Newtown Bus Rapid Transit Phase II (sponsored by Bucks County); Media Trolley Line Double Track Feasibility Study (sponsored by Delaware County); and Large Employer Transit Survey (sponsored by the City of Philadelphia Office of Strategic Planning).

In New Jersey, three special studies were selected: the Camden/Burlington Transit Map (sponsored by Burlington County), a Transit Education Program (sponsored by Gloucester County), and DVRPC Technical Assistance to New Jersey governments. It should be noted this last project was subsequently selected by NJ DOT for funding in FY 2006, but it was withdrawn after the NJ Subcommittee made its recommendation. Therefore, it was agreed to insert a placeholder for the funds originally committed to this project and the Subcommittee will meet at a later date to select a replacement. In FY 2007, a 20% increase over FY 2006 budgets is assumed, however these budgets are not yet confirmed. Assumed budgets, as well as the work programs for the special studies, are attached. When final budgets for the programs are established, the programs will be adjusted.

Candace Snyder pointed out that this action item has been removed from the Board agenda this month because it will be considered in January, 2006 along with the Work Program which will be up for adoption at that time. The RCC chose to act on this now with the recommendation to be forwarded in January.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Kay McKenna) to recommend that the DVRPC Board approve the Supportive Regional Highway Program and the Transit Support Program.

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

**WORK PROGRAM AMENDMENT: US 202, SECTION 700 TRAFFIC, PHASE 2:**

Matt Gates, DVRPC Senior Transportation Engineer, stated that under Phase 1 of this project, DVRPC provided traffic forecasts for the proposed US 202 Section 700 Parkway between PA 309 and PA 463. These daily and peak hour forecasts were used to determine the appropriate point to transition from a four-lane to a two-lane facility. For Phase 2, the study area will be expanded to include the remainder of the Section 700 corridor. DVRPC will provide traffic forecasts needed for the Environmental Impact Statement for the US 202 Parkway. Analysis will be done to examine a "no build" scenario, a proposed parkway scenario, and a scenario for the widening of Upper State Road. The parkway itself is intended to be a two-lane by direction roadway, which serves as the compromise provided by a study task force comprised of all of the communities in the area. Construction is slated for 2007.

*Discussion: The RCC discussed the need to monitor and forecast bicycle use on the multi-purpose trail that runs along the proposed parkway. Mr. Gates pointed out the current model may not accommodate this type of upgrade.*

*Larry Shaeffer stated that a number of environmental groups have hired a consultant to examine a Smart Mobility alternative that was dismissed by PennDOT. He believes that what is being done is only what needs to be done to satisfy the Army Corps of Engineers' environmental clearance permits. He also stated that he feels that a vote for this Work Program project is an endorsement of this parkway alternative and that the RCC has been on record as opposing this project. Ajay Creshkoff questioned whether evaluation criteria are being considered; Mr. Gates noted that this is being handled by Boles Smyth.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Linda Ingenthron, seconded by John Pawson) to recommend that the DVRPC Board amend the DVRPC Fiscal Year 2006 Planning Work Program to include the US 202 Section 700 Traffic Study - Phase 2.

**MOTION WAS DEFEATED.** (See Item E on voting record.)

**WORK PROGRAM AMENDMENT: HIGHWAY-RAILROAD GRADE CROSSING MANAGEMENT SYSTEM:**

Ted Dahlburg, DVRPC Manager, Freight Planning, pointed out that as both auto and train volumes increase, greater interface between the modes occurs at the region's highway and railroad grade crossings. One source indicates that there are 929 public, at-grade crossings on active freight and passenger rail lines in the region. At each crossing, several entities have jurisdiction over various aspects of the intersection. Federally supplied Section 130 funds are often used to implement safety improvements at the crossings.

Management systems have emerged as effective transportation planning tools (e.g., bridge and pavement management systems). Management systems can be used not only to help prioritize capital improvements, but also to promote safety, operations, freight, and public transportation objectives.

The Federal Railroad Administration (FRA) serves as the custodian of a national railroad crossing inventory. The inventory contains data on the location of each crossing, the amount and type of train traffic, traffic control devices, and other physical elements of the highway-rail intersection. The purpose of this project is to create user-friendly grade crossing information, to better utilize the FRA grade crossing data base in the transportation planning process, and to prepare products which would be useful to the state DOTs the railroads, and member governments. The initial year of the program will focus on acquiring the crossing inventory and incorporating it into DVRPC's Geographic Information System (GIS). Subsequent years will be devoted to maintaining accuracy of the inventory, updating individual records, identifying safety problems, and prioritizing proposed improvements.

*Discussion: Hans Van Naerssen noted that safety should be placed as a higher priority. Members also stated that a number of railroad crossings are used by bicyclists, and can be hazardous to them, as well as to school buses, pedestrians, etc.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Lorraine Brill, seconded by Warren Strumpfer) to recommend that the DVRPC Board amend the DVRPC FY 2006 Planning Work Program to include the Highway-Railroad Grade Crossing Management System project.

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

**WORK PROGRAM AMENDMENT: IDENTIFICATION OF BUS PULL-OUTS ON CAMDEN COUNTY ROADS:**

John Ward, DVRPC Associate Director, Transportation Planning, explained that there are 423 miles of county roadways in Camden County. Increasing traffic volumes have caused county roads to become crowded and congested. New Jersey Transit operates a system of bus routes throughout the County, many traveling over the county road system. In many instances, the existing cartway width on the county roads is insufficient for public transit busses to completely pull out of traffic for the purpose of boarding or alighting passengers. Busses stopped in traffic lanes, create safety problems, increase congestion, impede mobility, and contribute to overall poor air quality.

This project will develop a county-wide "Master Plan" to identify potential locations for bus pull-outs on county roads. A set of general design standards related to the length and width of the pull-out areas as well as decel/accel tapers will also be developed. The Master Plan will enable local planning and engineering agencies to make the necessary provisions to accommodate bus pull-outs in future development and capital projects. DVRPC will work with Camden County, New Jersey Transit and appropriate municipalities for the collection and review of project data, the execution of the study and the preparation the Final Report/Master Plan.

*Discussion: The RCC asked that bike trail intersections and pedestrian crossings also be examined.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Kay McKenna, seconded by Bob Machler) to recommend that the DVRPC Board amend the DVRPC FY2006 Planning Work Program to include the Identification of Bus Pull-Outs on Camden County Roads project.

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

**WORK PROGRAM AMENDMENT: US 202, SECTION ES 1/100 LAND USE IMPLEMENTATION PROJECT:**

Barry Seymour, DVRPC Assistant Executive Director for Regional Planning, explained that in 2001, DVRPC completed a report entitled *US Route 202 Land Use Strategies Study* for Section ES 1/100 (Borough of West Chester to the Delaware State line) in Delaware and Chester counties. The study analyzed existing conditions in the study corridor and assessed and illustrated possible land use, access management, public transit, bicycle and pedestrian actions that could be accomplished in conjunction with proposed widening of US 202 from four to six lanes, as well as the proposed grade separation of three existing at-grade intersections.

Sample zoning ordinance and access management amendments were included with the study, as well as a proposed official map ordinance. The study and related implementation recommendations was prepared in consultation with a Study Advisory Committee (SAC) composed of representatives from the eight study corridor municipalities, each county, SEPTA, PennDOT District 6-0, the Chester and Delaware County TMAs and DVRPC. Coordination with Delaware and New Castle County agencies and PENNDOT's on-going Environmental Impact Statement and preliminary engineering work for this section of US 202 also occurred. Although the study was well received, progress on local implementation of the study recommendations has been lagging.

In October, 2005, the Chester County Planning Commission and the Delaware County Planning Department convened a meeting with PENNDOT Central Office, PENNDOT District 6-0 and DVRPC to consider reactivation of the SAC and initiation of a concerted effort to work with study area communities to achieve the recommendations in the original study. This project will serve to update and advance the local implementation actions needed to better integrate local land use with the transportation improvements for the corridor.

*Discussion: The RTC tabled this issue because PennDOT requires a local match which Chester County had not yet identified. This issue is expected to be resolved shortly. RCC members asked that bicycle/pedestrian accommodations be considered where feasible.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Lorraine Brill) to recommend that the DVRPC Board amend the DVRPC FY2006 Planning Work Program to include the US 202, Section ES 1/100 Land Use Implementation Project. The action was amended to include the following statement: A task should be added to the project description to prepare criteria for evaluating the effectiveness of the study recommendations.

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

**TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE (TCDI) 2005 PROJECT SELECTION:**

Mr. Seymour presented the list of 2005 projects selected for this round of the TCDI program. He explained that the Transportation and Community Development Initiative (TCDI) was created by DVRPC in 2002 to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind. 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. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities 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. To date, 76 planning projects have been funded in all nine counties to support local revitalization efforts. A significant number of those projects have since leveraged additional public or private investment to implement the recommendations of those plans.

In 2005, a total of 51 new project applications were received for TCDI funding from 51 different municipalities throughout the nine counties. The funding requests totaled \$1.8 million in Pennsylvania and \$1.2 million in New Jersey. TCDI Review Committees representing the DVRPC counties, State agencies, non-profit organizations and academic representatives reviewed the projects and met to select priorities for funding for the 2005 round. The list of selected projects was distributed at the meeting.

*Discussion: Mr. Seymour thanked Roxane Shinn and Larry Shaeffer, the RCC's representatives to the TCDI Committee, for their hard work. Mr. Shaeffer congratulated Mr. Seymour for this creativity in finding funding for so many projects. Ms. Shinn expressed her disappointment that only one or two of New Jersey's applicants noted any environmental concerns. She also saw the lack of a discussion regarding affordable housing for displaced persons. Mr. Creshkoff questioned whether a report will be available on 2004 projects. Mr. Seymour stated that he will work with Mr. Crechkoff to answer his questions.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Ajay Creshkoff, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve the list of recommended 2005 TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

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

**AUTHORIZATION TO OPEN TRANSPORTATION CONFORMITY PUBLIC COMMENT PERIOD:**

Jienki Synn, DVRPC Senior Transportation Planner, stated that fine particulate matter (i.e. particles less than 2.5 microns in diameter, also known as PM<sub>2.5</sub>) is comprised of complex mixtures of very small liquid droplets or solid particles in the air. Major sources are cars, trucks, construction equipment, coal-fired power plants, wood burning, vegetation and livestock. These particles can be directly released when coal, gasoline, diesel fuels and wood are burned, but PM<sub>2.5</sub> can also be formed in the atmosphere from chemical reactions of nitrogen oxides, sulfur oxides, organic compounds and ammonia. PM<sub>2.5</sub> is associated with increased hospitalizations and deaths due to respiratory and heart disease and can worsen the symptoms of asthma. PM<sub>2.5</sub> is also a major contributor to regional haze. In January, 2005, the US EPA promulgated air quality designations for all areas for the PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS). Effective April 5, 2005, eight counties in DVRPC (i.e. entire planning area except Mercer County) and New Castle County in Delaware are designated collectively as the Philadelphia-Wilmington PM<sub>2.5</sub> Non-attainment Area (PA-NJ-DE PM<sub>2.5</sub> NAA).

Mercer County is designated as part of the New York-Northern New Jersey-Long Island PM<sub>2.5</sub> Non-attainment Area (NY-NJ-CT PM<sub>2.5</sub> NAA). US EPA has instructed all affected Metropolitan Planning Organizations (MPOs) within any given NAA to act together to make a conformity determination for the entire NAA by April 5, 2006. DVRPC is working with WILMAPCO in the PA-NJ-DE PM<sub>2.5</sub> NAA and with nine other MPOs in the NY-NJ-CT PM<sub>2.5</sub> NAA to coordinate all conformity demonstration efforts including public involvement processes within each NAA.

Additionally, the US EPA has determined that a new conformity demonstration is required when a TIP or a long range plan is changed significantly to include any new non-exempt projects. DVRPC has triggered a new conformity demonstration because it has adopted several non-exempt TIP projects since the last demonstration. Adhering to these regulatory requirements, DVRPC must now demonstrate conformity for all designated pollutants under the NAAQS including ozone and carbon monoxide (CO), in addition to PM<sub>2.5</sub>. Staff will have completed all technical analysis by late November.

Staff recommends that the DVRPC Board authorize two minimum 30-day public comment periods to allow comment on the draft conformity documents by the public and other agencies. Two comment periods are necessary due to several layers of complexity in meeting regulatory requirements regarding the tested pollutants, applicable geographic areas, governing procedures and analysis methodologies. The first comment period will be for ozone, CO and PM<sub>2.5</sub> (PM<sub>2.5</sub> only within the PA-NJ-DE PM<sub>2.5</sub> NAA), and is coordinated with WILMAPCO to run concurrently with its comment period. The second comment period is being coordinated collectively among ten MPOs in the NY-NJ-CT PM<sub>2.5</sub> NAA. Dates for the second comment period have not been determined yet, but the opening date can be as late as mid-January.

A set of draft conformity documents will be available for public review by December 5, 2005, as the first public comment period begins. Staff will review and respond to the comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final conformity findings in January 2006.

*Discussion: Warren Strumpfer asked that Mr. Synn address the following questions at the December RCC/public meeting: What are the measurement methods used? Are there clinical test methods available to measure the impact of this particulate on human beings? Is there a differentiation between fixed and mobile sources of pollution? In addition, Larry Shaeffer asked: What are the variables used in the analysis? What about induced demand?*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Linda Ingenthron) to recommend that the DVRPC Board authorize staff to open a 30-day multi-jurisdictional public comment period for the purpose of gathering public and agency comments on the draft conformity finding of the FY 2005 Pennsylvania TIP, FY 2006 New Jersey TIP, and the *Destination 2030* Long Range Plan, to issue proper public notifications, to publish the draft conformity findings on the Internet, to make copies available at certain public libraries, and to hold public meetings.

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

**AUTHORIZATION TO OPEN DRAFT FY 2007 WORK PROGRAM PUBLIC COMMENT PERIOD:**

Candace Snyder, DVRPC Director of Public Affairs, explained that authorization is being sought to distribute for review and comment the Draft Fiscal Year 2007 Planning Work Program consisting 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.

*Discussion: The committee was informed that none of its top five priorities was included in the selected projects for FY 2007. The RCC requested a listing of those projects chosen by the Work Program Committee. This will be included in the next RCC mailing. Dennis Winters questioned where one project selected project originated: the study to widen the Schuylkill Expressway. The RCC asked if the Work Program is subject to the same 30-day comment period that other projects are required to meet and when they would receive copies of the draft document.*

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Andy Saul) to recommend that the DVRPC Board authorize distribution of the DVRPC Draft Fiscal Year 2007 Planning Work Program for review and comment. The RCC also expressed its unhappiness that none of its priorities was recognized and that funding was only available for one project per county for FY 2007.

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

**COMMUNITY IMPACT ASSESSMENT (CIA):**

Richard Bickel, DVRPC Deputy Director, Regional Planning, presented the Community Impact Assessment (CIA) which was established by FHWA to assess the impacts of transportation decisions on a community and its quality of life. Working with PennDOT and the Delaware County Planning Department, DVRPC selected the intersection of Morton Avenue and Route 420 in Morton Borough, Delaware County as one of two pilot studies to evaluate the CIA process in Pennsylvania. This site marks the confluence of a heavily traversed North-South corridor, two neighborhood streets (Morton and Yale Streets) that merge at an off angle a few feet before they intersect the state route, and the SEPTA R3 Regional Rail line, which cuts off Route 420 when trains pass through twice an hour. In addition, the Morton-Rutledge train station and Morton's downtown commercial area share this intersection, although there are no crosswalks or signals that allow for pedestrian safety. Obviously traffic congestion and safety are two widely held community concerns.

The CIA involves consultation with local stakeholders and the public before a project is implemented, and consists of six steps: (1) define the community study area, (2) develop baseline conditions, (3) identify and analyze potential benefits and adverse impacts, (4) determine the significance of potential impacts, (5) identify context-sensitive solutions, and (6) document findings.

During this process, the affected community and its residents are alerted to the likely consequences of a project, and concerns receive proper attention during project development. PennDOT asked DVRPC to undertake the first two steps of the six-step CIA process for the pilot project. During the first step, DVRPC found that the study area was broader than the geographic limits of the intersection. In the second step, DVRPC identified such characteristics as demographics, local identity and heritage, natural features, land use, community facilities and services, and transportation. The Commission facilitated steering committee meetings and three public meetings to educate the residents living in the study area about the CIA and to gather feedback about quality of life concerns. Throughout the process, residents were reminded that while no funding currently exists for improvements to the intersection, this study will represent documented evidence of proactive, multi-municipal cooperation to define and seek solutions to a shared transportation problem.

### **BUCKS COUNTY REGIONAL TRAFFIC STUDY:**

Jerry Coyne, DVRPC Manager, Office of Transportation Studies, stated that seven communities are involved in a study concerned with traffic issues in Bucks County. Elected and appointed representatives, state officials, PennDOT and DVRPC have been meeting for more than a year on this issue; the public has been invited to these meetings. A number of local groups, school districts, etc., have had a voice in the issue. The study area is primarily single family residences. Major concerns involve the number of quarry trucks using local roads, as well as the ability of the highway network to accommodate the traffic volumes. In addition, other issues include the number of landfill trucks coming from New Jersey into the eastern part of the county, and developers' A-frame transport trucks. The regional task force has identified 16 roadways of concern. As of now, DVRPC has reviewed the level of activity, gathered facts, and met with the municipalities and the regional task force. However, the Commission has not been authorized to proceed further to date. Additional funds are being sought to hire a traffic consultant to conduct traffic safety and calming studies.

*Discussion: Sue Herman, representing RRTS and 9000 residents, stated that local residents have called for this study for more than 6-1/2 years. She noted that no review of functional classifications of roadways should be done until the 11 traffic lights on the Newtown Bypass are made traffic responsive and the bypass is functioning at a high level for a period of time. Mr. Coyne has been asked by two municipalities to move forward with a study of classifications, to which he agreed. Ms. Herman feels this is wrong. Mr. Coyne countered that he does not.*

### **SUBCOMMITTEE REPORTS AND ACTIONS:**

**Transportation Subcommittee:** Mr. Strumpfer presented the following resolution which was passed by the Transportation Subcommittee in response to Tom Cooper's concerns regarding the Schuylkill Valley Metro: *The Schuylkill Valley Metro project has been under study for two years. The public needs more information relative to future planning of the project. The subcommittee requests that a representative from PENNDOT attend a future subcommittee meeting and address these issues.* Because of a lack of a quorum, this issue will be held until January.

**2030 Task Force:** John Pawson reported that the 2030 Task Force discussed DVRPC's role in disaster planning. The group will meet prior to the December 16<sup>th</sup> RCC meeting.

**Transportation Enhancements Priorities:** John Boyle stated that he, John Pawson and Hans Van Naerssen had met to review and prioritize the Transportation Enhancements projects on behalf of the RCC. All scoring has been completed and turned in to staff.

**OTHER BUSINESS:**

Mr. Van Naerssen presented a proposal regarding the Phase II I-95/PA Turnpike Interchange involving a new bridge over the Delaware River. Because of a lack of a quorum, this issue will also be taken up in January. A copy of the proposal is attached.