

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
JANUARY 17, 2006**

**DECEMBER SUMMARY OF MEETING:** Candace Snyder, DVRPC Public Affairs Manager, outlined a number of corrections to the distributed summary of the December 16, 2005 RCC/Public Meeting for Air Quality; namely, page 2, second bullet from the top: The conformity finding does include Mercer County for ozone and carbon monoxide demonstrations; only the PM2.5 demonstration excludes Mercer County. Under Discussion on page 2: The latter two sentences are remarks by members of the audience. Under Discussion on page 3: MOBILE6.2 is not termed "finalized" in 2006. An update is anticipated soon, probably in late 2006. And, under the same heading, comments are due to DVRPC no later than 1/11/06.

**REMARKS BY IMMEDIATE PAST CHAIR:**

Dennis Winters thanked members and staff and declared it an honor to serve as RCC Chair for two three-year terms. He declared that the RCC open process here is exemplary compared to Delaware where RCC members are appointed. A number of members agreed with this sentiment. Mr. Winters cited a number of accomplishments during his terms of office, including the chart of RCC recommendations and DOT responses; putting the "Complete the Streets" concept before DVRPC, etc. Ms. Snyder will compile a list of these accomplishments for the RCC.

**CHAIRMAN'S REPORT:**

Warren Strumpfer, Chair, opened his first meeting in this position by stating that his goals for the year included priorities such as bus, rail and Bus Rapid Transit (BRT), more funding for these priorities, safe routes to school, and access to transit across the borders. He thanked RCC members for electing him and then announced that this would be Miles Day's last meeting after more than 20 years. Elaine Cohen announced that RCC members, Finley Shapiro and Susan Stein had been married on January 15, 2006.

Mr. Strumpfer also reported on the December 2<sup>nd</sup> Board Retreat, noting that the speakers were excellent and that the panels did a good job of outlining lessons learned in NJ and opportunities in PA. John Boyle and Dennis Winters pointed out the foibles of biking in Atlantic City.

**APPOINTMENTS OF OFFICERS:**

Mr. Strumpfer appointed John Boyle as RTC representative and Transportation Subcommittee Chair (There was no quorum at the January Transportation Subcommittee meeting, and therefore, no election could take place.) His alternate will be named at a future date. John Pawson was named PA Vice Chair. The NJ Vice Chair will be named in February.

**RTC REPORT:**

Lorraine Brill stated that Don Shanis gave a report regarding NJDOT and NJTransit and stated that Jack Lettiere had stepped down as NJDOT Commissioner. She also noted that Wayne Clapp from Chester County Planning Commission had passed away, as had Mario Stegossi, DVRPC Manager, Office of Travel Monitoring.

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

The DVRPC Board deferred acting on this item in November, 2005 and will do so in January, 2006. The RCC voted on this TIP Action in November, 2005 as follows: The RCC recommends 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.

**TIP ACTION PA05-51b: PA 611, NORTH BROAD STREET SIGNALS (GLENWOOD TO GRANGE) (MPMS #17652), PHILADELPHIA:**

Mr. Strumpfer reported that PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the cost of the PA 611 North Broad Street Signal project from \$1.931 million to \$4.991 million by adding \$1 million CMAQ for utilities, \$60,000 for right of way, and increasing construction by \$2 million, all in FY06. The project which is now ready to advance will upgrade traffic signals at approximately 35 intersections along Broad Street between Somerset Street (near Lehigh Avenue) and Grange (near Stenton/Godfrey Avenues). The project was designed as part of a commitment as a measure to address I-95 traffic diversion. Though not traffic responsive, signals will be replaced, interconnected, and tied via fiber optics to the City's Central Control Center and Traffic Shop. This project ties in to the other Signal project on N. Broad Street as well as planned work on Belfield Avenue and Stenton/Godfrey Avenues.

*Discussion: Ajay Creshkoff questioned whether there was a provision for feedback to measure the success of this project. Elizabeth Schoonmaker, DVRPC TIP Manager, stated that CMAQ funds are being used and the assumption is that if these funds are awarded, then there is a measurable benefit to air quality and congestion mitigation. An emissions evaluation will be done based on congestion numbers. The federal government does not require further evaluation.*

(**NOTE:** According to Elizabeth Schoonmaker, CMAQ emissions analysis for the North Broad Street Signal project MPMS #17652 as requested by RCC: Reductions in various pollutants estimated for said project are as follows: -28.56 VOC (kg/day); -9.62 NOx (kg/day); -94.71 CO (kg/day); -0.14 PM2.5 (kg/day). Certain intersections on this project will include medians and hand/man signals at crosswalks. There will be advanced pedestrian light intervals {extra seconds for crossing} but not a double red light as previously indicated.)

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-51b, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing the cost of the North Broad Street Signal project (MPMS #17652) by \$3.060 million CMAQ in FY06. In addition, the RCC questions to what extent pedestrian accommodations are being addressed. The committee also believes that there should be a "before and after" evaluation for CMAQ funds to determine whether a project is mitigating congestion and improving air quality.

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

**TIP ACTION NJ06-01: SAFE STREETS TO SCHOOLS PROGRAM (DB #99358), VARIOUS**

**NEW JERSEY COUNTIES:**

NJDOT has requested that DVRPC amend the FY2006-2008 TIP for New Jersey by federalizing the Safe Routes to School Program (SRTS) project (DB #99358) by adding \$3.4 million federal dollars in FY06. SAFETEA LU established a mandatory Safe Routes to School Program for all states, and the \$3.4 million represents New Jersey's FY05 and FY06 allocations to be programmed in the existing statewide line item (which currently has \$4 million state dollars in FY06 through FY08).

The program will implement locally initiated pedestrian access and safety projects which provide safe access to schools. Apportionments are based on school enrollments in Primary and Middle Schools, with a minimum of \$1 million per state. 70-90% of the program is to be used for infrastructure projects, and education and marketing can comprise between 10% and 30% of the federal funds. The SRTS Program requires each state to have a full time SRTS Coordinator (paid for out of the infrastructure part of the funding) who is dedicated 100% of the time to SRTS. It is anticipated that New Jersey's SRTS program will function much like NJDOT's state funded Local Aid Safe Routes to School Program, where applications are sent out to municipalities annually and a committee meets to select grant recipients. This fiscal year NJDOT will use a portion of the funds to set up the program, pay for the program administrator, and some educational and marketing activities. It is also hoped that a NJDOT demonstration project at an elementary school in Luberton, and/or projects identified by Palmyra or Riverton (all in Burlington County) may be able to advance infrastructure needs that have already been identified through the Local Aid program in order to advance projects that can move quickly for this first round of federal funding for the program. An advisory committee with MPO representation will be established to determine program development and implementation.

*Discussion: John Boyle pointed out that PennDOT has not yet appointed a Safe Routes to School Coordinator. NJDOT has not only appointed this individual but also placed the position within the Bicycle/Pedestrian Department – a step that he hopes PennDOT will follow. He questions where PennDOT is in this process.*

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Boyle, seconded by Karen Friedman) to recommend that the DVRPC Board approve TIP Action NJ06-01, NJDOT's request to amend FY2006-2008 TIP for New Jersey by federalizing the Safe Routes to School Program (SRTS) project (DB #99358) by adding \$3.4 million SRTS federal dollars in FY06.

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

Elizabeth Schoonmaker took this opportunity to announce that SEPTA will hold a public meeting on January 30, 2006 regarding its 2007 capital budget and FY07-18 capital program. The meeting will be held between 10 a.m. and 5 p.m. in the SEPTA Board Room.

**FY 2007 PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (PENNDOT)  
TRANSPORTATION MANAGEMENT ASSOCIATION (TMA) ASSISTANCE GRANT PROGRAM  
FUNDING INCREASE:**

Mr. Strumpfer reported that Sarah Oaks, DVRPC Senior Transportation Planner, had met with the Transportation Subcommittee to explain that PennDOT has annually funded Transportation

Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually.

For FY 2007, the six TMAs who are currently grantees requested that PennDOT and DVRPC consider a 20% funding increase in the overall grant budgets. In the fifteen years since the program's inception, the budgets have only been raised once.

For FY 2002, the program was changed from a maximum allowable grant request of \$100,000 per TMA, plus an overall program reserve of \$100,000 to be divided among eligible TMAs for special projects, to a one-shot grant of \$160,000 (\$128,000 federal, \$32,000 local match) per eligible TMA. There have been no grant increases since that time, while labor, healthcare, and other costs of doing business have gone up considerably. In addition the TMAs are most interested in undertaking expanded program offerings, which are not possible without additional funding.

The TMA Assistance Grants are funded out of the CMAQ program. FY 2006 funding is \$960,000 (\$768,000 federal, \$192,000 local) A 20% increase would result in an overall program total of \$1,152,000 (\$921,600 federal share, \$230,400 local match), an overall program increase of \$192,000, or an additional \$153,600 federal dollars. The budget limits per TMA would be \$192,000 (\$153,600 federal, \$38,400 local). There are currently six TMAs serving southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs. The Board will be asked to approve FY 2007 work programs at their February 2006 meeting.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Dennis Winters) to recommend that the DVRPC Board approve a 20% increase in the overall program budget for the TMA Assistance Grant Program in southeastern Pennsylvania, beginning with FY 2007, which will raise the program total by \$192,000 (\$153,600 federal share, \$38,400 local match) from \$960,000 to \$1,152,000.

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

**AMENDMENT TO THE NEW JERSEY MEMORANDUM OF UNDERSTANDING (MOU) ON PROCEDURES TO AMEND OR MODIFY THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP):**

Chick Dougherty, DVRPC Associate Director, Transportation Planning, explained that DVRPC strives to advance all TIP programmed projects as quickly as possible. DVRPC assists NJDOT in advancing the projects programmed in the TIP by employing the expedited processes embodied in our "Memorandum of Understanding on Procedures to Amend or Modify the TIP", as required by federal regulations. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while all other changes require a formal action by the Board.

However, DVRPC also recognizes that there are extreme time constraints (30 business days)

associated with bids received for the construction phase of TIP projects and that the current MOU does not directly address cases where the bids differ greatly from the TIP programmed amount. The normal committee/Board meeting cycle may place the bid process in jeopardy. Therefore, DVRPC staff believes an additional clause is needed in the MOU to allow for an administrative action when the bid(s) received are over the programmed amount by more than currently permitted in the MOU and the reason for the excessive bid over-run is due to market or other unforeseen forces. Project managers are advised to insure that the TIP always reflects the most recent scope, cost and schedule estimates for their projects.

The incidence of bid over-runs has become more frequent in recent months, due most notably to petroleum and steel cost increases. In response to a request from NJDOT and FHWA for each MPO to adopt a process that will allow authorizations of construction projects which experience excessive bid over-runs, DVRPC proposes to amend the MOU for TIP Amendments and Modifications. In section B.2., "Modifications That May Be Approved By Administrative Action", add a new subparagraph (j), as follows:

- (j) When the following conditions are met: 1) the scope of the project has not expanded from that anticipated in the TIP; 2) the final estimated cost in the PS&E package was within the range permitted by an administrative action [B.2(c)]; and, 3) FHWA acknowledges the bid would otherwise be acceptable.

The purpose of this addition to the MOU is to allow the Executive Director, upon notification by NJDOT that the bids received on a project are well over both the TIP programmed amount and a similar final design cost estimate (PS&E), to approve a TIP modification by Administrative Action if the stated conditions are met.

As with all potential administrative actions, the Executive Director has the prerogative to decline the administrative action and instead require a formal action by the DVRPC Board. Furthermore, as with all TIP amendments and modifications, financial constraint will be maintained on at least a quarterly review basis, as permitted under Section C of the MOU related to the fiscal constraint bank. Typically, the balancing of funds is achieved by moving one or more projects that are least likely to be obligated during the current fiscal year where they are now programmed into the next year of the TIP. DVRPC will collaborate with NJDOT and the affected counties to identify these delayed projects and thereby keep the TIP within the available financial resources. Staff also believes that the dollar thresholds in the current MOU may need to be updated as well and has, therefore, circulated a proposal for discussion among the RTC members. When consensus is reached, an additional amendment to the MOU will be brought to the Board for approval.

*Discussion: Ajay Creshkoff questioned whether today's assumptions will be re-addressed in the future and whether this is how we want to spend our money. Mr. Dougherty stated that financial constraint must be maintained. Those whose projects are ready to move will get the money first. There is a history of only about 60% of projects being moved.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Dennis Winters, seconded by Andy Saul) to recommend that the DVRPC Board amend the New Jersey Memorandum of Understanding on Procedures to Amend

or Modify the TIP by adding a new subparagraph to Section B.2, "Modifications That May Be Approved By Administrative Action", to read:

- (j) *When the following conditions are met: 1) the scope of the project has not expanded from that anticipated in the TIP; 2) the final estimated cost in the PS&E package was within the range permitted by an administrative action [B.2(c)]; and, 3) FHWA acknowledges the bid would otherwise be acceptable.*

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

**ADOPTION OF THE CONFORMITY FINDING OF THE FY 2005 PENNSYLVANIA TRANSPORTATION IMPROVEMENT PROGRAM (TIP), FY 2006 NEW JERSEY TIP, AND THE DESTINATION 2030 LONG-RANGE PLAN:**

Dr. Jienki Synn, DVRPC Senior Transportation Planner, stated that in December 2005, the DVRPC Board authorized staff to open a minimum 30-day public comment period to receive comment on the draft conformity finding of the FY 2005 Pennsylvania TIP, FY 2006 New Jersey TIP, and the *Destination 2030* Long Range Plan. This conformity findings cover:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties); and,
- PM<sub>2.5</sub> (the Philadelphia-Wilmington, PA-NJ-DE Non-attainment Area).

DVRPC has held a public comment period from December 12, 2005, to January 11, 2006, during which two public meetings were also held. Staff has documented, reviewed, and responded all comments received during the comment period.

Staff recommends that the Board approve a resolution to adopt the conformity finding. As adopted, this document will replace the current conformity finding, which was certified by the Board resolution B-FY05-012 on June 23, 2005.

Dr. Synn announced that a public meeting will be held on February 7, 2006 at NJDOT headquarters for the Mercer County portion of the region.

***ACTION TAKEN BY COMMITTEE:***

**MOTION** (by Lorraine Brill, seconded by Elaine Cohen) to recommend that the DVRPC Board adopt the updated conformity finding of the FY 2005 Pennsylvania TIP, the FY 2006 New Jersey TIP and the *Destination 2030* Long Range Plan by adopting Resolution B-FY06-003.

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

**ADOPTION OF DVRPC FY 2007 PLANNING WORK PROGRAM:**

John Griffies, DVRPC Contracts Manager, stated that the Fiscal Year 2007 Planning Work Program (PWP) 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 FY2007 PWP, the attached TIP Actions will need to be made to the FY06 TIP for New Jersey and FY05 TIP for Pennsylvania. The source of funds for projects in New Jersey will be the DVRPC Future Projects Line Item (DB#D026). 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: Mr. Creshkoff reiterated that there is no provision for measurement of the effectiveness of these projects. He believes that it is DVRPC's responsibility to evaluate its goals and projects. He believes strongly that the Executive Director should be urged to put measures into place at timed intervals that will examine the implementation process and effectiveness of each process. Dennis Winters stated his strong opposition to the Schuylkill Expressway Widening Feasibility Study. John Pawson presented his proposal from the Transportation Subcommittee which proposes an addendum to the FY07 Work Program. The subcommittee recommends that the RCC propose a new Work Program project entailing the creation of a map showing projected highway congestion through the year 2030 for the DVRPC nine-county region. Mr. Pawson cited the example of a map created by the Patelle Institute of Columbus, Ohio (see attached).*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Kay McKenna, seconded by Cathy Zukoski) to recommend that the DVRPC Board adopt the DVRPC FY 2007 Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by adopting Resolution No. B-FY06-004 . Further, approve the actions to amend or modify the FY 2006 TIP for New Jersey (NJ06-03) and the FY 2005 TIP for Pennsylvania (PA05-55) as required.

**AMENDMENTS TO MOTION:**

Amendment (by Dennis Winters, seconded by Lorraine Brill) to recommend that the Schuylkill Expressway Widening Feasibility Study be deleted. **CARRIED.**

Amendment (by John Pawson, seconded by Dennis Winters) to recommend a new Work Program project entailing the creation of a map showing projected highway congestion through the year 2030 for the DVRPC nine-county region. **CARRIED.**

Amendment (by Ajay Creshkoff, seconded by Sue Herman) to recommend that future Work Programs include a section per project entitled "Outcome Measurement" that evaluates the effectiveness of investment, where practicable. **CARRIED.**

**MOTION CARRIED, AS AMENDED.** (See Item F on voting record.):

**APPROVAL OF THE DVRPC PROJECT RANKINGS FOR THE PENNSYLVANIA PORTION OF THE DRAFT REGIONAL AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) FOR STATE FISCAL YEAR 2006 AND FEDERAL FISCAL YEAR 2007:**

Reiner Pelzer, DVRPC Senior Aviation Planner, announced that in 2003 the PENNDOT Bureau of

Aviation (BOA) asked DVRPC to create a regional four year ACIP in the same form BOA produces for for the FAA annually. The intent is 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 their project selection process. This year PENNDOT requested a SFY2006 fiscally constrained project rating table. In preparation of this document, the DVRPC role includes facilitating planning meetings with each DVRPC PA System Plan airport sponsor; and developing a ranking system under federal, state, and regional guidelines, resulting in the attached list of proposed SFY 2006 / FFY 2007 airport projects. Ms. Pelzer emphasized that DVRPC's role in this process is advisory only.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Kay McKenna, seconded by Lorraine Brill) 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 G on voting record.)

**FY 2005-2006 PROJECT SELECTION FOR PENNSYLVANIA TRANSPORTATION ENHANCEMENTS (TE), HOME TOWN STREETS (HTS), AND SAFE ROUTES TO SCHOOL (SRS) PROJECTS:**

Ryan Gallagher, DVRPC Project Implementation Coordinator, stated that PENNDOT has allocated \$13.558 million in Transportation Enhancements (TE), Home Town Streets (HTS), and Safe Routes to School (SRS) funds to the DVRPC region. Additionally, \$13.015 million in statewide discretionary funds are available for the TE/HTS/SRS programs statewide and \$2 million in FTA funds are available for transit projects in the DVRPC region. A regional competition began in July 2005, with applications due on-line by September 30, 2005.

Eighty-Seven (87) eligible applications were received. Each application was reviewed and scored based on criteria established by the project selection committee comprised of representatives from PennDOT District 6-0, the five PA counties in the DVRPC region, and the RCC. The scores were normalized to produce a ranked list of projects that were discussed by the selection committee on December 22, 2005.

The attachment lists the twenty-two (22) projects selected for FHWA regional funding. In addition, thirteen (13) projects of regional significance were selected for submission to the state for the Secretary's discretionary fund and one (1) project was selected for FTA regional funding. The recommended projects are attached. The PA TE subcommittee recommends not funding any cost increases for projects selected during the 2005-2006 round of funding. The subcommittee recommends limiting federal funds to the awarded amount with any cost increases in the construction phase being the responsibility of the project sponsor.

The Coatesville Train Station Rehabilitation Project in Chester County was selected during the 2003-2004 round of TE projects. Due to a change in circumstances since the project award a scope change was requested by the City of Coatesville. The PA TE subcommittee recommends approval of the change in scope with the requirement that a portion of the Coatesville Train Station

be kept accessible for public use.

*Discussion: Hans Van Naerssen voiced his concern regarding the weighting of the voting and the value of some of the projects. He stated that he will work with staff to try to correct this in the future. Mr. Gallagher explained that PennDOT has one vote, the Rcc has one vote, and the counties have a weight of five votes each. This voting method was developed a few years ago and is re-examined each year. He also noted that the New Jersey process selected 14 projects statewide, and asks for little input from the MPOs. \$750,000 went to South Jersey projects. Mr. Gallagher also noted that there is a possibility that there may not be FJWA funding for this round of projects but the process is moving forward, assuming that money will be found. The emphasis is on construction-ready projects.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Hans Van Naerssen) to recommend that the DVRPC Board approve the list of recommended Pennsylvania TE/HTS/SRS projects, and direct staff to forward the list to the Pennsylvania Secretary of Transportation, and that the Board ask the Secretary to consider prioritized projects in the region for the Secretary's discretionary funding.

That the Board approve, amend, or modify the FY 2006-2009 TIP for Pennsylvania as required by adding the TE/HTS/SRS projects at the appropriate time.

That the Board approve not funding any project cost increases in the construction phase for projects from the 2005-2006 selection round, and that the federal funds are limited to the awarded amount.

That the Board approve the change in scope for the Coatesville Train Station Rehabilitation Project with the requirement that a portion of the Coatesville Train Station be kept accessible for public use.

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

**PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY (PENNVEST) FUNDING REQUEST IN PHILADELPHIA:**

Cathy Zukoski, Environmental/Legislative Subcommittee Chair, reported that PENNVEST, the independent agency of the Commonwealth of Pennsylvania that is managed by a 13-member Board of Directors and chaired by the Governor, 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.

City of Philadelphia

- Philadelphia Authority for Industrial Development (PAID) is applying for a PENNVEST loan

in the amount of \$5,000,000 to fund stormwater and sewer systems on an 18.7 acre parcel along the Delaware River located at 6501 New State Road in the Tacony section of the City of Philadelphia. These improvements are in support of a project by First Philadelphia Holdings L.L.C. to construct 650 residential units at this former brownfield location, including new roads, an extension of Delaware Avenue and a public access recreational trail.

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.

Barry Seymour, Assistant Executive Director for Regional Planning, stated that the Philadelphia City Planning Commission has yet to issue its review. (**NOTE:** The PCPC stated in an email to DVRPC staff that “the City supports the PENNVEST application for 6501 New State Road - the former Dodge Steel site. The project is consistent with City and regional land use plans, although the site plan for this proposed brownfield reuse/residential development has not yet been finalized. As one of the first riverfront residential developments resulting from the PCPC’s North Delaware Riverfront Plan, we are pleased to see this project moving forward.”)

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Cathy Zukoski, seconded by John Boyle) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the Philadelphia request for the 6501 New State Road project.

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

**STAFF UPDATE: JOB ACCESS AND REVERSE COMMUTE (JARC) GRANT PROGRAM:**

Karen Cilurso, DVRPC Senior Regional Planner, announced that the FY06 JARC round kicked off in November, 2005, with \$3.54 million available in funding for PA, with applications received that total \$8.3 million. \$5.2 million is available for NJ projects. Applications have been distributed to the JARC Subcommittee; Dennis Winters serves as the RCC representative to this group. Next year federal legislation will convert this to a formula-based process with less funding available.

**SUBCOMMITTEE REPORTS AND ACTIONS:**

**2030 Task Force:** John Pawson reported that he was re-elected as Chair of this group for 2006. He also noted that Amtrak will be offering bus service between New York and Cherry Hill along with service to Florida.

**Transportation Subcommittee:** The subcommittee recommended supporting the Sierra Club letter that Dennis Winters had written to PennDOT Secretary Biehler (see attached).

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by John Pawson) to recommend that the RCC support Dennis Winters’ letter to PennDOT Secretary Allen Biehler urging that he ensure that a Pennsylvania candidate highway is included as one of five national study sites to be

examined for the effects of toxic air pollution from major highways. (See attached letter.)

***MOTION CARRIED.***

**OTHER BUSINESS:**

Lynn McConville of the PA Resource Council reported that Michael Baker has completed a survey for PennDOT of all billboards in the Philadelphia area. She urged DVRPC to ask for this data and to use it when planning transportation projects in order to identify illegal or inappropriate usage of billboards. The information is GIS-compatible and addresses scenic issues.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Lynn McConville, seconded by John Pawson) to recommend that the RCC urge DVRPC to request and use the Michael Baker study information regarding billboards when planning transportation projects in order to identify the illegal or inappropriate usage of billboards.

***MOTION CARRIED.***

Hans Van Naerssen reminded RCC members that he had submitted a letter addressing bicycle and pedestrian accommodations on the PA Turnpike/I-95 Bridge. Ms. Snyder will attach this letter to the minutes and place it on the next Transportation Subcommittee agenda.