

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
FEBRUARY 14, 2006**

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of January 17, 2006 were approved with the following corrections: 2030 Task Force Report (Page 10): Should read: The Hampton Jitney is offering an auto-carrying van and bus service between New York and Florida. This is competitive with Amtrak's Auto Train between Virginia and Florida. Reportedly, Hampton Jitney will add a stop for passengers and cars at Cherry Hill. For more information, check [www.hamptonjitney.com](http://www.hamptonjitney.com). Also the attendance list shows Roxane Shinn and Larry Shaeffer who were not in attendance in January.

**CHAIRMAN'S REPORT:**

Warren Strumpfer, Chair, appointed Larry Shaeffer as the alternate to the Regional Transportation Committee (RTC) and Roxane Shinn as NJ Vice Chair. This completes the slate of officers with the January appointments of John Boyle as RTC Representative/Transportation Subcommittee chair, and John Pawson as PA Vice Chair. In order to save time because of the long agenda, Mr. Strumpfer referred members to the Staff Summary of Board Responses for the remainder of his report.

**RTC REPORT:**

John Boyle, RTC Representative, stated that the RTC heard a good presentation on the US Census Long-Form versus the current American Community Survey. The Rcc had previously passed a resolution supporting the re-institution of the long-form but the Board tabled action on this item late last year. Lorraine Brill noted that a joint meeting had been held between the Land Use and Development Committee and the RTC regarding a new regional bistate initiative, which will explore the integration of land use and transportation through the development of a design manual.

**SUBCOMMITTEE/TASK FORCE REORGANIZATION:**

Candace Snyder, DVRPC Director of Public Affairs, stated that she, Kendall Miller, DVRPC Manager of Public Involvement, and John Coscia, DVRPC Executive Director, have discussed a new direction for the Environmental Justice Public Involvement Task Force which has fulfilled its initial mandate of reviewing DVRPC's public participation program. Ms. Miller reviewed the history of the task force, which she has been facilitating for five years, the way in which the group has been utilized, and the current members which total six, down from an original 30 or more active members. DVRPC staff members are recommending that the EJ Task Force work within the auspices of the RCC, retaining its six active members, with four additional members to be appointed from the RCC. These RCC representatives would initially be those who have served on the Task Force in the past; namely, Ajay Creshkoff, Dennis Winters, Shirley Loveless and Kay McKenna. All RCC members would be welcome to attend meetings but these four would constitute the core of the group. Issues from this task force would be brought to the RCC which would then route recommendations to the Board.

*Discussion: RCC members voiced their concern that the six original task force members represent the DOTs and other state agencies and could be voting members of the RCC. John Pawson voiced the thought that the RCC needs new members but that they should be citizens, not necessarily representatives of agencies that already sit on other DVRPC committees and the Board.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Hans Van Naerssen, seconded by John Boyle) to recommend that the Environmental Justice Task Force become an entity within the RCC but that the existing task force members be non-voting honorary members of the full committee.

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

*In further discussion, John Boyle reported that the Transportation Subcommittee had voted to try moving its meetings to 10 a.m. prior to the RCC meeting for a period of three months to see if this would help attendance. It was agreed that staff could only provide a listing of recommendations, not full highlights as has been done with the subcommittee meeting the Thursday before the RCC. The 2030 Task Force would then meet at 11:15 a.m. prior to the RCC.*

**PRESENTATION: SOUTH PHILADELPHIA CLEAN PORTS PROJECT:**

Sean Jacobs, Project Coordinator, Clean Air Council, stated that Philadelphia ranks fifth in the nation for the greatest health risk from poor air quality. He discussed the future of diesel in the marketplace, the challenges involved in this alternative fuel, and the goals of the Diesel Difference group. Mr. Jacobs stated that a Philadelphia Port Subcommittee has been formed to implement a collaborative process to address increased emissions. The Clean Air Council has received a grant to promote this and for off-road diesel-fueled vehicles, focusing on the area near Packer Ave.

**TIP ACTION PA05-57a: INDEPENDENCE NATIONAL HISTORIC PARK, PRESIDENT'S HOUSE (NEW PROPOSED PROJECT, MPMS #74834), PHILADELPHIA:**

John Boyle Transportation Subcommittee Chair, reported that PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Independence National Historic Park President's House (MPMS #74834) according to a SAFETEA LU earmark (ID #1229) of \$3.6 million DEMO/\$900,000 local match funds to be programmed for a design build contract in FY06. As the newest addition to Independence National Historic Park and a complement to the Liberty Bell Center, the project will provide for the design and installation of an outdoor structure, scenic enhancement, and pedestrian walkways to commemorate the Washington/Adams President's House and attached slave quarters. Elizabeth Schoonmaker, DVRPC TIP Manager, pointed out that this is a demo project.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Hans Van Naerssen) to recommend that the DVRPC Board approve TIP Action PA05-57a, PennDOT's request to amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Independence National Historic Park President's House (MPMS #74834) with \$3.6 million DEMO/\$900,000 local match funds for construction in FY06.

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

**TIP ACTION PA05-57b: SR 29 AND SR 113 ARCOLA ROAD (MPMS #71174), MONTGOMERY COUNTY:**

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by advancing the construction phase of the State Routes 29 and 113/ Black Rock to Hopwood Road/Arcola Road project (MPMS #71174) currently programmed with construction in “Later Fiscal Years” of the TIP. The preconstruction work was locally funded and \$4.8 million specially earmarked DEMO funds were provided for construction of the project as part of SAFTETEA LU. PennDOT is proposing to provide the match through a combination of state and local funds for a \$6.090 construction phase ( \$4.8 million DEMO/\$810,000 state/\$480,000 local match) in FY06. The project provides for several signal upgrades and new and extended turn lanes to address traffic flow in the vicinity of Route 422 at the Route 29 exit, and between Route 113 and Route 29.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-57b, PennDOT’s request to amend the FY2005-2008 TIP for Pennsylvania by advancing the construction phase of the State Routes 29 and 113/ Black Rock to Hopwood Road/Arcola Road project (MPMS #71174) construction phase from “Later Fiscal Years” to FY06, and notes the following: Both Arcola Road and Black Rock feed into the Perkiomen Trail. Facilities should be provided for both bicyclists and pedestrians. State Route 29 has already been degraded and it is not as accessible to these transportation users as it used to be.

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

**TIP ACTION PA05-58: DISTRICT PROJECT MANAGEMENT “A” (MPMS #75854) AND DISTRICT PROJECT MANAGEMENT “B” (MPMS #75855) (NEW PROPOSED PROJECTS), VARIOUS COUNTIES:**

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding two new projects to the TIP, “District Project Management” project “A” and “B” (MPMS #'s 75854 and 75855). There are several large major roadway reconstruction projects (e.g. I-95, I-476, Route 309, Route 422) underway within the DVRPC area and this project would provide funds for consultant contracts to provide engineering and project management responsibilities for major reconstruction projects only. Current District 6 staffing levels has made it difficult to devote sufficient staff time required for advancing these large projects, resulting in slipped project schedules, particularly for I-95. PENNDOT is requesting state funds accordingly: \$4 million in FY06, \$2 million in FY07, and \$2 million in FY08. With the creation of the new Interstate Maintenance Program (IMP), it is especially important to prioritize and enable advancement of these large “fix it first” reconstruction projects so that the region can fully participate in the IMP and take advantage of the \$1.5 billion funding available in the statewide program over the next 4 years.

*Discussion: Larry Shaeffer noted that he represented the RCC at the RTC meeting. He explained that this project was being contracted out versus being done “in-house”, because District 6 is currently undergoing major staff changes and has lost a number of project managers.*

*At the RTC meeting, there was concern voiced that there needs to be oversight regarding consultants that were involved in the contracts. The RCC discussed the need for PennDOT to enlarge its staff so that it can do some of this work in-house.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Hans Van Naerssen) to recommend that the DVRPC Board approve TIP Action PA05-58. PennDOT's request to amend the FY2005-2008 TIP for Pennsylvania by adding two new projects to the TIP, "District Project Management" project "A" and "B" (MPMS #'s 75854 and 75855) using \$8 million state funds (\$4 million in FY06, \$2 million in FY07, \$2 million in FY08).

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

**TIP ACTION PA05-59: PHILLY CARSHARE (MPMS #68075), VARIOUS COUNTIES:**

DVRPC has been presented with a proposal from PhillyCarShare to expand services into the Philadelphia suburbs using an innovative financing technique that essentially borrows funds from the region during this fiscal year and next, and then "pays it back" through a de-obligation of funds in future years. This action would require modifying the FY2005-2008 TIP for Pennsylvania by increasing the programming for the project by \$2.0 million in FY 2006, \$1.5 million in FY 2007, and \$0.5 million in FY 2008. The project would use low-interest financing from PennDOT's Pennsylvania Infrastructure Bank (PIB), guaranteed by \$4.0 million of DVRPC TIP funds temporarily obligated to PENNDOT. As Philly CarShare remits the PENNDOT loan, DVRPC funds would become de-obligated and return to full functional use by the region. The proposed schedule of TIP obligation follows: \$2.0 million in FY 2006, \$1.5 million in FY 2007, and \$0.5 million in FY 2008. It is hoped that funds would become de-obligated in the amounts of \$0.2 million in FY 2009, \$0.5 million in FY 2010, \$0.8 million in FY 2011, \$1.0 million in FY 2012, \$1.0 million in FY 2013, and \$0.5 million in FY 2014.

The PhillyCarShare Program is a short term car rental program which allows participants to "pay as they go." The private non-profit provider currently focuses on communities in the city of Philadelphia, utilizes primarily hybrid-electric vehicles, and rents to members on an hourly basis (car sharing), using sophisticated reservation and monitoring systems. Members reserve a car on-line or via phone, walk to the designated vehicle in the neighborhood, use an electronic key to access a vehicle, and are tracked by an on-board computer for hours that they drive. The additional funding would allow the service to expand into suburban areas, increase from 2,000 to 50,000 participants, and expand from a fleet of 40 to a fleet of 1,000 new environmentally-friendly car-sharing vehicles in transit-friendly neighborhoods.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-59, DVRPC's request to modify the FY2005-2008 TIP for Pennsylvania by increasing the programming for the PhillyCarShare project (MPMS #68075) by \$2.0 million in FY06, \$1.5 million in FY07, and \$0.5 million in FY08.

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

**TIP ACTION PA05-60: US 202 SECTION 700 (MPMS #S47396, 16731, AND 47395), BUCKS AND MONTGOMERY COUNTIES:**

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding state funded utility and final design phases for US Route 202 Section 700 projects (MPMS # 47395, 47396, and 16731). The project was reevaluated and will now have a limited 4 lane section combined with a 2 lane parkway instead of the original 4-lane limited access design. State funds for preliminary engineering and right of way were added to the TIP in the fall to re-start the program, and funds are now required to re-initiate design and accommodate utilities accordingly:

-\$5 million for MPMS #16731, PA 63 to 309/463 (Section 701)  
(\$4 million for FD in FY06 and FY07, and \$1 million for UTL in FY06)

-\$5 million for MPMS #47395, Pickertown Rd to PA 611 (Sec. 721)  
(\$4 million for FD in FY06 and FY07, and \$1 million for UTL in FY06)

-\$6 million for MPMS #47396, PA 463 to Pickertown Rd.(Sec. 711)  
(\$5 million for FD in FY06 and FY07, and \$1 million for UTL in FY06).

*Discussion: Dennis Winters stated that he will vote against this motion because of his long-standing issues with increasing capacity. Larry Shaeffer noted that watershed damage will result from this project. He stated that better alternatives existed and had been studied through the Smart Mobility Alternative which was paid for by several municipalities and some environmental groups. This study went into preliminary engineering and examined nine miles of roadway. Warren Strumpfer asked that Mr. Shaeffer provide him with the alternatives. Chris Patton questioned the possibility of completing such an extensive study at a cost of \$100,000.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Bob Machler) to recommend that the DVRPC Board approve TIP Action PA05-60, PennDOT's request to modify the FY2005-2008 TIP for Pennsylvania by adding utility and final design phases for US Route 202 Section 700 projects (MPMS # 47395, 47396, and 16731) by programming \$16 million state dollars in FY06 and FY07.

**MOTION DEFEATED.**

**MOTION** (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board not approve TIP Action PA05-60, PennDOT's request to modify the FY2005-2008 TIP for Pennsylvania by adding utility and final design phases for US Route 202 Section 700 projects (MPMS # 47395, 47396, and 16731) by programming \$16 million state dollars in FY06 and FY07.

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

**TIP ACTION PA05-61: EASTON ROAD CLOSED LOOP SIGNAL SYSTEM (MPMS #61061), BUCKS COUNTY:**

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a signal project back into the TIP, the Easton Road Signal System (MPMS #61061), programming \$621,000 CMAQ for construction in FY06. This project was originally selected as part of a previous round of the DVRPC CMAQ competitive Program and has been under design locally. The project along Easton Road between Willow Grove Naval Station in Horsham, Montgomery County, and Bristol Road in Warminster, Bucks County, is now ready to advance to construction. The system will be a closed loop system with loop detectors and will tie into monitoring centers in both Warrington and Horsham, with remote access to PennDOT. The system is designed to be pre-empted for emergency vehicles.

*Discussion: Larry Shaeffer asked that Ms. Snyder secure a qualified engineers who can show evidence that travel conditions are improved by adding such projects as this closed loop system. Some of the benefits of this system, as pointed out by RCC members, are preemption for transit and pedestrian signals.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Hans Van Naerssen) to recommend that the DVRPC Board approve TIP Action PA05-61, PennDOT's request to amend FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP , the Easton Road Signal System (MPMS #61061), programming \$621,000 CMAQ for construction in FY06.

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

**MOTION** (by Larry Shaeffer, seconded by Dennis Winters) that DVRPC staff arrange for a transportation consultant to speak to the RCC on closed loop systems and traffic calming measures, providing before and after evidence, if possible, of travel monitoring, the longevity of effects, etc.

**MOTION CARRIED.**

**TIP ACTION PA05-62: BETHLEHEM BRIDGE OVER COOKS CREEK (NEW PROPOSED PROJECT MPMS #73009), MONTGOMERY COUNTY:**

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP, the Bethlehem Bridge over Cooks Creek, for \$300,000 Bridge/\$75,000 state for preliminary engineering in FY06. The bridge is currently closed to traffic. Construction estimates are to be determined as part of the PE process.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board not approve TIP Action PA05-62, PennDOT's request to amend FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP, the Old Bethlehem Road (Bridge) over Cooks Creek (\$300,000 Bridge/\$75,000 state) for preliminary engineering in FY06.

and notes the following: There has been no accommodation made for bicycle and pedestrian issues.

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

**TIP ACTION NJ06-04: DRPA PURCHASE/REBUILD PATCO CARS (DB #DR046) VARIOUS COUNTIES:**

DRPA/PATCO has requested that DVRPC modify the FY2006-2008 TIP for New Jersey by increasing the FY06 ERC phase of the Purchase/Rebuild PATCO Cars project (DB #DR046) by adding \$7.695 million of specially earmarked SAFETEA LU DEMO funds to the project which is currently programmed with \$14.5 million in the current TIP. \$50 million of DEMO highway funds were earmarked for the project in SAFETEA, but only a portion of the funds will be made available this fiscal year. The project has been included in the TIP to provide for the rebuild or replacement of the entire fleet to modern standards. The cost of replacing/rebuilding the entire fleet is estimated to be in the \$150 to \$300 million range. DRPA/PATCO does not expect to be able to pay the entire fleet upgrade cost at one time, but will amass funds as possible, and will flex these DEMO highway funds to the FTA Region III at the appropriate time.

*Discussion: Lorraine Brill stated that she would like to know which legislator mandated this as a demo project and whether this is coming out of the PA or NJ funding pot?*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action NJ06-04, DRPA/PATCO's request to modify the FY2006-2008 TIP for New Jersey by increasing the FY06 ERC phase of the Purchase/Rebuild PATCO Cars project (DB #DR046) by \$7.695 million DEMO in FY06, with the following condition: When deciding whether to rebuild or purchase new cars, PATCO should publish a schedule on the economic feasibility of both choices and why it voted either way.

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

**TIP ACTION NJ06-05: BURLINGTON COUNTY TRAFFIC OPERATIONS CENTER (NEW PROPOSED PROJECT), BURLINGTON COUNTY:**

Burlington County has requested that DVRPC amend the FY2006-2008 TIP for New Jersey by adding a new project to the TIP to provide for the start-up operation costs of the Burlington County Traffic Operations Center. \$75,000 CMAQ per year (for three years, as limited by federal regulations pertaining to CMAQ funds) would be used to cover salary and fringe benefits of the employee who would be responsible for maintenance and upkeep of the county's Advanced Traffic Management System (ATMS), the central monitoring location for the county-wide signal system. Capabilities of the ATMS include traffic counting, automatic timing pattern changes based on traffic flow, system monitoring, and full remote traffic signal timing revision capability. Over the years, Burlington County has embarked on the design and construction of a county-wide closed loop traffic signal control system comprised of 5 phases. The county has invested over \$1 million in the design and engineering of the system, and FHWA funds have been used for construction.

To date three phases are complete and operational. Phase 4 is out to bid, and phase 5 is scheduled for construction in 2007. The total request of funds for this action is \$225,000 CMAQ.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Boyle, seconded by Hans Van Naerssen) to recommend that the DVRPC Board approve TIP Action NJ06-05, Burlington County's request to amend the FY2006-2008 TIP for New Jersey by adding a new project to the TIP to provide for the start-up operation costs of the Burlington County Traffic Operations Center, programming a total of \$225,000 CMAQ to be used for three years of operation.

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

**TIP ACTION NJ06-06: ROUTE 295, TOMLIN STATION ROAD TO ROUTE 45, REHABILITATION (DB #00372A), GLOUCESTER COUNTY:**

NJDOT has requested that DVRPC modify the FY2006-2008 TIP for New Jersey by increasing the construction phase of the Route I-295 Rehabilitation Project, Tomlin Station Road to Route 45 by \$14.066 million for construction, and advancing it to FY06. This hyperbuild "fix it first" roadway rehabilitation project has experienced a significant cost increase due to increased fuel and asphalt prices, which will provide for the excavation and rebuilding of 6 out of ten miles of the roadway project, as well as excavation to allow for vertical clearance at the overpass. The project is ready to advance in FY06 (it is currently programmed to begin construction in FY07). The source of funds for the project will be the Route I-295/42 Missing Moves project (DB #355A) which is not ready to advance and would have construction shifted back a year to FY07, 08, and 09.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action NJ06-06, NJDOT's request to modify the FY2006-2008 TIP for New Jersey by increasing the construction phase of the Route I-295 Rehabilitation Project, Tomlin Station Road to Route 45, by \$14.066 million for construction, and advancing the phase to FY06.

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

**NEW JERSEY LOCAL SCOPING HIGHWAY PROGRAM:**

The purpose of the Local Scoping Program is to provide federal funds directly to member subregions for the advancement of projects through the project development phase, including review under the National Environmental Policy Act (NEPA) and completion of preliminary engineering. The key objective is to determine a solution to a defined problem. Projects that graduate from the Local Scoping Program become eligible for inclusion in the DVRPC Transportation Improvement Program (TIP) for the remaining phases final design, right-of-way acquisition, utility relocation, and construction. DVRPC provides a line item in the TIP to be drawn from as the Board approves projects for inclusion in the Local Scoping Program.

Camden County has requested that the following improvement project be included in the Local Scoping Program. The County will serve as the local lead agency.

- Improvements at the Intersection of CR 561 and CR 692 - Berlin Township Camden County

The project is located in Berlin Township, Camden County. According to Berlin Township officials, there has been a 30% increase in traffic volumes at the intersection of Haddon Ave (CR 561) and Franklin Ave (CR 692) since the recent widening of CR 561 through Gibbsboro and Voorhees Township. The increase in volume has led to unacceptable levels of congestion at the intersection.

The county is requesting \$150,000 of NJ Local Scoping funds to enable a consultant to be hired who will identify a locally preferred alternative and produce an approved categorical exclusion document (CED) for the project. These products are necessary to then advance the project into final engineering.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Boyle, seconded by John Pawson) to recommend that the DVRPC Board approve the inclusion of the CR 561 and CR 692 Intersection Improvements project, Berlin Township, Camden County, into the New Jersey Local Scoping Program, with \$150,000 of FY06 funds drawn from the DVRPC Project Development (Local Scoping) line item (DB# X80B) in the FY2006 TIP for New Jersey.

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

**FY 2006 PLANNING WORK PROGRAM AMENDMENT: TREEVITALIZE: STREET TREE EDUCATION FOR MUNICIPAL OFFICIALS:**

Patty Elkis, DVRPC Manager, Office of Environmental Planning, noted that in 2003, the USDA Forest Service and American Forest, Inc. in collaboration with the Pennsylvania Department of Conservation and Natural Resources (DCNR) released a study that estimated that the five-county Philadelphia region had lost five million trees over the past 15 years. Recognizing the importance of restoring tree cover in Southeastern Pennsylvania, DCNR launched "TreeVitalize" a four-year, \$8 million partnership to restore tree cover in the five county Philadelphia region. By 2008, TreeVitalize seeks to plant more than 20,000 shade trees and 1,000 acres of forested riparian buffers and source water protection areas; provide education and training in tree planting and care to 2,000 citizens; and encourage regional collaboration to promote best practices and multi-municipal approaches.

In 2006, TreeVitalize seeks to launch ***TreeVitalize Tools for Municipalities***, a program to engage municipal leaders in discussions about community forestry management. Although tree planting and other environmental projects can provide many benefits, the long-term sustainability of natural resources (i.e., the community forest) in Pennsylvania municipalities requires their consideration and placement in policy documents such as comprehensive and open space plans, as well as in local ordinances. These issues need institutional support in the form of Shade Tree Commissions and Environmental Advisory Commissions, as well as line-item funding in capital and general budgets. In addition, with competing needs and scarce municipal funding, innovative strategies such as inter-municipal cooperative agreements and regional cooperation present important opportunities. For such actions to occur, local elected officials and municipal administrators must understand and support the management and conservation of natural resources in municipal agendas.

DVRPC proposes to partner with the Pennsylvania Horticultural Society, the Penn State School of Forest Resources Extension and the Pennsylvania Environmental Council to reach out to the region's older and urbanized municipalities through a series of small group meetings, larger conference presentations, and direct technical assistance.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board amend the DVRPC FY2006 Work Program to add a project, TreeVitalize Tools for Municipalities, and authorize the Executive Director to enter into a grant recipient agreement with the Pennsylvania Horticultural Society.

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

**FY 2006 PLANNING WORK PROGRAM AMENDMENT: SCHUYLKILL ACTION NETWORK:**

Ms. Elkis explained that DVRPC, the Natural Lands Trust (NLT) and the Philadelphia Water Department (PWD) partnered on a Growing Greener Grant Application to the PA DEP in March 2005, which was awarded in late 2005. The project is titled "Prioritization Outreach Action Plan and Demonstration Implementations by the Schuylkill Action Network Land Protection Collaborative Subcommittee." The purpose of the project is to meld NLT's Smart Conservation project, which identifies ecological priorities in the Schuylkill watershed, with PWD's Source Water Protection Model, which identifies priority areas for drinking water protection within the watershed. After the two models are integrated, DVRPC will create a third, Development Pressure layer, which will identify those areas most likely to get developed in the next 10 to 20 years. Future pollutant loadings will be estimated from this future development scenario, resulting in a "call to action" that should heighten preservation efforts toward the most important and vulnerable areas. After the models are completed, an Outreach/Implementation Action Plan and Demonstration Projects will be conducted to ensure that the models are known, understood and used. The models will also be incorporated into several on-going projects, including NLT's Municipality Conservation Assessments and Schuylkill Watershed Cluster Planning Grants. An advisory committee consisting of county planners, land trusts, PADEP and EPA, PEC, and other stakeholders will be convened to guide the modeling process and promote buy-in and use of the model. The project is expected to begin in March 2006 and be completed by March 2008. DVRPC's role is to conduct the Development Pressure analysis, lead on the outreach to the counties in the Schuylkill watershed, and to convene the advisory committee meetings.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Dennis Winters, seconded by Lorraine Brill) to recommend that the DVRPC Board amend the DVRPC FY2006 Work Program to add a project, Schuylkill Action Network, and authorize the Executive Director to enter into a grant recipient agreement with the Natural Lands Trust.

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

**PENNVEST LOAN APPLICATIONS FROM BUCKS, DELAWARE, MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA:**

Ms. Elkis 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 six applications to DVRPC for review for consistency with the regional plan.

#### Bucks County

- Upper Southampton Sewer Authority - PENNVEST loan request for \$990,900 to extend the sewer force main that serves the Mill Creek Pumping Station. The current system is subject to overflows during significant rain events, causing back-up into residential properties. There is no net increase in system capacity.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the Bucks County request for the Upper Southampton Sewer Authority.

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

#### Delaware County

- Darby Borough - PENNVEST loan request for \$3,250,000 for a comprehensive replacement of the Borough sewer system, including 55 manhole rehabs, 7980 linear feet of 8" sewer lines, 1385 linear feet of 15" sewer lines, 199 street lateral replacements, street resurfacing, and separation of stormwater inlets from the sanitary sewer system.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the Delaware County request for Darby Borough.

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

#### Montgomery County

- Hatfield Borough - PENNVEST loan request for \$500,000 for comprehensive inspection and rehabilitation of the Borough sewer system to reduce existing problems of infiltration and inflow. All 44,500 linear feet of sanitary sewers and 100 manholes will be inspected and addressed as needed.

***ACTION TAKEN BY COMMITTEE:***

**MOTION** (by Elaine Cohen, seconded by Ernest Cohen) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the Montgomery County request for Hatfield Borough.

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

- Lower Pottsgrove Township Authority - PENNVEST loan request for \$1,300,000 to rehabilitate the existing sanitary sewer lines that are subject to infiltration and inflow into the system. No system capacity expansion is included.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Dennis Winters, seconded by Lorraine Brill) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the Montgomery County request for the Lower Pottsgrove Township Authority.

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

- Borough of North Wales - PENNVEST loan request for \$1,250,000 to rehabilitate the existing sanitary sewer lines that are subject to infiltration and inflow into the system. It is estimated that 10% of the sewer system accounts for 40% of the infiltration problem. No system capacity expansion is included.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the Montgomery County request for the Borough of North Wales.

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

City of Philadelphia

- City of Philadelphia - PENNVEST loan request for \$6,000,000 to install an inflatable dam in the Rock Run Relief Sewer to reduce combined sewer overflows to the Tacony Creek. This project will provide for a significant reduction in the amount of pollutants now discharged into Tacony Creek in the vicinity of Juniata Park and Tacony Creek Park.

These projects all serve to alleviate existing problems and are in areas already developed or identified as Future Growth Areas as designated in the DVRPC Year 2030 Plan. As such, these projects are consistent with the goals and policies of the regional plan.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the City of Philadelphia request.

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

## **FY 2007 TRANSPORTATION MANAGEMENT ASSOCIATION ASSISTANCE GRANT:**

Sarah Oaks, DVRPC Senior Transportation Planner, explained 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. PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City. The individual Work Programs, in the attached packet, give a description of the work each of them plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, and PennDOT staffs.

At the January Board Meeting, the DVRPC Board approved a 20% funding increase for the program. The maximum allowable grant is now \$192,000 per TMA. The total application package totals \$1,152,000 ( \$921,600 CMAQ, \$230,400 local match).

Draft work programs for each applicant were also presented at the January meeting. All comments were incorporated and the final documents are now ready for approval.

### ***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board approve and forward to PennDOT for its approval the FY 2007 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600CMAQ, \$230,400 TMA match)

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

## **FY 2007 MOBILITY ALTERNATIVES PROGRAM WORK PROGRAMS:**

Ms. Oaks noted that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Office of Strategic Planning (through the Clean Air Council) and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program. MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities.

The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. At PENNDOT's request, the DVRPC Board has been asked to review and approve the individual work programs, which are included in the attached packet and provide a description of the work which will be undertaken in FY 2007.

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the TMA maximum of \$67,450 each. The City of Philadelphia Office of Strategic Planning (successor to the Mayor's Office of Transportation) plans to subcontract with the Clean Air Council, and has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations, and Marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Lorraine Brill, seconded by John Pawson) to recommend that the DVRPC Board approve the FY 2007 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, the City of Philadelphia, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

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

**PENNSYLVANIA COUNTIES: SYSTEMWIDE FUNCTIONAL CLASSIFICATION UPDATE:**

Chick Dougherty, DVRPC Associate Transportation Director, stated that the Federal Highway Administration (FHWA), in cooperation with the State Departments of Transportation, has established a process for designating how all public roadways relate to each other according to their function in carrying traffic from one part of the network to another. This product of this process is the Highway Functional Classification System.

The system designates each section of roadway as being in one of several classes, starting with Interstates at the highest class, moving down to Principal and Minor Arterials, then to Collectors, and ending with Local roads. These classes are further defined as being either Urban or Rural. Following each decennial census, FHWA requests that each state update the Urban Boundary line which demarcates the urban areas from the rural areas in the state. While this boundary is generally based on the Bureau of the Census urbanized areas, the states, in cooperation with the MPOs, are permitted to smooth the boundary line to meet the objectives of the highway classification system. DVRPC, working with its member counties, adopted a new Urban Boundary line in May 2003.

Based on the new Urban Boundary line, many roads needed to be reclassified. Since this effort already requires a significant systematic review, the states expand the exercise to include a complete review of the functional classification of all roads in each county. In making changes to the system, FHWA requires that the statewide mileage in the various classes be within certain percentage ranges. New Jersey undertook a statewide update which culminated in an April 2004 DVRPC Board action to approve the changes to our four NJ counties.

DVRPC also entered into a cooperative effort with PennDOT and our Pennsylvania counties to conduct a systematic review and update of the functional classification system for that portion of our region. PennDOT generated color coded GIS maps for each county. DVRPC staff worked with the counties to identify inconsistencies between the prior classification of each roadway and its current function within the overall system according to the guidelines established by FHWA. Suggested changes could be marked directly on the maps and provided to DVRPC as text documentation. Staff has urged PennDOT to closely review how it accounts for local street mileage, since these miles are included in the base upon which the percentage ranges are calculated. The significance of this is that finding more local roads than presently accounted for would allow greater mileage to be assigned to the higher classes of roads, including those considered the federal-aid system (any road above Rural Minor Collector). Greater mileage in these classes translates into the State receiving a greater share of apportioned federal highway funds. PennDOT has asked DVRPC to assist in a special effort to accurately inventory and map all local public roads as part of the DVRPC Work Program.

DVRPC staff and the Pennsylvania counties have completed their review and PennDOT has accepted our changes. The RTC recommends Board endorsement of the 2005 Highway Functional Classification System for the Pennsylvania counties.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Dennis Winters, seconded by Larry Shaeffer) to recommend that the DVRPC Board approve the 2005 Highway Functional Classification System for the Pennsylvania counties and forward it to PennDOT for approval by FHWA.

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

**SUBCOMMITTEE REPORTS AND ACTIONS:**

**Transportation Subcommittee:** John Boyle and Hans Van Naerssen explained that there are two major multi-use trails paralleling the Delaware River at this section of the PA Turnpike Bridge. This proposal outlines twinning the span of the bridge. The public has requested that there be pedestrian/bicycle access on the bridge. FHWA guidelines say that if there is a known bicycle/pedestrian need or if the accommodation does not exceed more than 20% of the project cost, the need must be accommodated. In spite of this, FHWA has declined to accommodate bicycle and pedestrian traffic and has added further requirements before this need be accommodated. They now require that these proposed bicycle and pedestrian accommodations be included in all local, regional and state plans, including the TIP (Transportation Improvement Plan). The subcommittee recommends that the RCC adopt the request to amend the TIP to include bicycle and pedestrian facilities as per the memo outlined by Hans van Naerssen (see attached).

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Boyle, seconded by Hans Van Naerssen) to recommend that the DVRPC Board amend the TIP to include bicycle and pedestrian facilities as per the memo outlined by Hans van Naerssen (see attached).

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

**2030 Task Force:** John Pawson, 2030 Task Force Chair, noted that the latest Harris Poll (see attached) shows that more people want freight and passengers moving by rail. He, therefore, placed the following resolution before the RCC:

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Andy Saul) to recommend that the DVRPC Board check the results of February 8, 2006 Harris Poll entitled "America Would Like to See a Larger Share of Passengers and Freight Going by Rail in Future". In consideration of those parts of the Destination 2030 Plan, which involve development of this region's passenger and freight railroads, the RCC would like to see a similar survey of this region's residents and ask for a Work Program project to accomplish this.

***MOTION CARRIED.***

**OTHER BUSINESS:**

Hans Van Naerssen announced that he had done an analysis of the 2005 RCC actions and recommendations, and then presented via powerpoint his conclusions, noting that the RCC's recommendations were dealt with as follows: 0% were endorsed by the Board; 7% asked for clarification; 13% were acted on in some way; 22% were forwarded; 7% were "under advisement"; and 52% received no response. Mr. van Naerssen noted that the Rcc and Board have similar voting on TIP actions, but that the RCC's other recommendations were simply getting lip service. He questioned why there is an RCC.

Sue Herman pointed out that she believes the RCC carries a great deal of weight and is acknowledged by the Board. The RCC allows for education on the process and on issues, and provides a forum for carrying information back to other groups and citizens. Mr. Sturmpfer noted that there is room for improvement in responsiveness to the RCC. He mentioned the meeting he and Dennis Winters had had last summer with senior DVRPC staff. Mr. Strumpfer and Mr. van Naerssen will present these concerns to the DVRPC Board this month.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Boyle, seconded by Hans van Naerssen) to recommend the following:

- \*\* The RTC and DVRPC Board should endorse or reject each RCC recommendation.
- \*\* DVRPC should ensure that endorsed recommendations are adopted.
- \*\* DVRPC should implement an explicit "Complete Streets" policy to all regional projects.

***MOTION CARRIED.***

**(NOTE:** The order in which some discussion/action items were addressed at the meeting have been changed in these minutes to expedite the recording of votes on the voting record.)

