

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JANUARY 16, 2007**

APPROVAL OF MINUTES:

The minutes of the November 21, 2006 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Warren Strumpfer, RCC Chair, made the following appointments for calendar year 2007:

PA Vice Chair: Hans van Naerssen

NJ Vice Chair: John Boyle

Additional committee appointments were made as per the attached listing.

Mr. Strumpfer discussed highlights of the December Board meeting noting that he was particularly pleased that the Board approved amending the DVRPC FY2007 Planning Work Program to include the US 1 Widening and Reconstruction Traffic Study, Bucks County. As per the RCC recommendation, a line will be added to the project scope to study bike and pedestrian impacts. He thanked Barry Seymour and Don Shanis for their willingness to listen to RCC suggestions.

RTC REPORT:

John Boyle, RTC representative, announced that PennVest applications are now being reviewed by the RTC. Larry Shaeffer, RTC representative, stated that the PA Subcommittee had reviewed the draft 2009 TIP schedule as well as the highway safety improvement program and the roundabout program. He asked that Elizabeth Schoonmaker supply the RCC with the planning and programming checklist that PennDOT is now using. Mr. Strumpfer stated that the NJ Subcommittee will meet in February and he will have a report at that time.

BRIEFING: PA TRANSPORTATION AND FINANCE REFORM COMMISSION FINDINGS

Dr. Donald Shanis, DVRPC Deputy Executive Director, presented the findings of the PA Transportation and Finance Reform Commission. He explained that Governor Rendell had put together a 9-member committee in February of 2005 to examine transportation issues in the Commonwealth. The final report of this group, which was published in November, 2006 served as an audit of the transit agencies in the state and recommended appropriate levels of funding for transit, as well as adjustments to the funding structure. The findings of the report include:

- ** Transportation finance and funding are not keeping pace with inflation. Both highway and transit are suffering from this shortfall.
- ** There is currently no dedicated funding for transit.
- ** Highways and bridges need approximately \$1 billion to maintain current facilities and add some new infrastructure.
- ** Asset management is badly needed for highways.
- ** There is a need to accelerate the implementation of environmentally friendly facilities and context sensitive design.
- ** The study recommends the design-build approach.
- ** Land use and transportation should be linked.
- ** Funding for highways should be incentive-based.

- ** Taxing mechanisms and private/public partnerships are be considered,
- ** The transit system is dysfunctional and need adequate funding.
- ** All transit should be operating under conditions of good repair.
- ** Increased support for inter-city transit is needed.
- ** Projected financial needs for SEPTA are \$760 million per year.
- ** The Commission would leave the level of fare costs to local decision-makers.
- ** A transit trust fund is needed.
- ** Transit accountability is needed.
- ** Governance is an issue.

Dr. Shanis commented that this is a very politically charged issue and most people are waiting for the Governor to make the first move. DVRPC has spoken with the Governor and other agencies and will probably try to mobilize the region. A copy of the full report was made available to members.

Discussion: The RCC expressed concern with attaching a tax to something that is affected by the economy such as the real estate transfer tax.

REGIONAL TRANSIT ADVISORY COMMITTEE

Dr. Joseph Hacker, DVRPC Manager, Office of Transit, Bicycles and Pedestrians, announced the formation of a new RTC committee on regional transit, resulting from the evaluation of projects for the FY 2008 Work Program. The purpose of the subcommittee will be to provide a focus for transit issues, develop and prioritize projects, and allocate funding. Mr. Strumpfer stated that he is impressed with the formation of this committee and will sit on the committee representing the RCC. He felt that the cooperation between the transit agencies was impressive.

TIP ACTION PA07-19: AMERICAN CITIES/SAFE ROUTES TO SCHOOL PHASE 3, (PROPOSED NEW DEMO PROJECT, MPMS #74828), PHILADELPHIA

John Boyle, Transportation Subcommittee Chair, explained that the City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, American Cities/Safe Routes to School Phase 3, (MPMS #74828) using \$320,000 DEMO funds provided through a SAFETEA-LU earmark, and a \$80,000 local match provided by the City of Philadelphia for preliminary engineering in FY07 and FY08. This earmark ID is #2662, and the total earmarked amount is \$3.2 million DEMO funds/\$800,000 Local Match. The remaining \$2.56 Million DEMO/\$640,000 Local match for construction will be programmed on a future fiscal constraint chart. This project is the third phase of the City’s Safe Routes to School project. The project will include installation of school flashers, bumpouts and crosswalks at various locations throughout the City of Philadelphia.

Discussion: Ajay Creshkoff questioned whether there was a provision to measure outcomes. Hans van Naerssen stated that there have been many studies done that have initiated this in other locations.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the Board approve TIP Action PA07-19, the City of Philadelphia’s request to amend the FY2007-

2010 TIP for Pennsylvania by adding a new \$4 million project to the TIP, American Cities/Safe Routes to School Phase 3, programming \$320,000 DEMO/\$80,000 PE in FY07 and FY08. The remaining funds (\$2.56 million DEMO/\$640,000 Local) for construction will be shown in an upcoming fiscal constraint chart.

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

TIP ACTION PA07-20: ROOSEVELT BOULEVARD SAFETY IMPROVEMENTS (PROPOSED NEW DEMO PROJECT, MPMS #74839), PHILADELPHIA

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Roosevelt Boulevard Safety Improvements (MPMS #74839) using \$1.274 Million DEMO funds provided by a SAFETEA -LU earmark, acknowledging Toll credit match. The project will provide for the design, final design and construction of safety improvements along the signalized portion of Roosevelt Boulevard roughly between 9th Street and the Bucks County line. The project will include a public education effort, upgrading signing along the corridor, relocation and elimination of various crossovers, installation of permanent speed boards at various locations and additional safety related measures. The funding will be programmed for preliminary engineering in FY07 (\$300,000 DEMO funds/\$0 Toll credit match); final design in FY07 (\$125,000 DEMO funds/\$0 Toll credit match); construction in FY07 (\$849,000 DEMO funds/\$0 Toll credit match). The SAFETEA-LU DEMO ID# is 3004, PA ID #493 and is for a total of \$3.2 million. The \$1.926 million balance of the DEMO will be programmed on a future fiscal constraint chart.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board approve TIP Action PA07-20, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Roosevelt Boulevard Safety Improvements (MPMS #74839) and programming \$1.274 Million DEMO funds, acknowledging Toll credit match in FY07 accordingly: preliminary engineering in FY07 (\$300,000 DEMO funds/\$0 Toll credit match); final design in FY07 (\$125,000 DEMO funds/\$0 Toll credit match); construction in FY07 (\$849,000 DEMO funds/\$0 Toll credit match). The RCC also added the following amendment to the action: The FY07 Work Program should include a "Complete Streets" study of Roosevelt Blvd. that will specifically examine not only how to increase safety along the boulevard, but how to make the roadway more bicycle and pedestrian friendly. "Complete Streets" are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a "complete street."

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

TIP ACTION NJ07-05: ROUTE 130/CAMPUS DRIVE (DB #95078B1), BURLINGTON COUNTY

Burlington County has requested that DVRPC modify the FY2007-2010 TIP for New Jersey by adding the final design phase back into the US 130 Campus Drive Project, (DB #95078B1) to FY07. Further, shift a portion of the right of way phase from FY07 to FY08, and shift the construction phase from FY08 to FY09, using DEMO funds provided through TEA-21.

\$1.5 million will be drawn from the DVRPC Future Projects Line Item (DB #D026) in FY09 for construction. The funding will be programmed for final design in FY07 (\$1,000,000 DEMO); a portion of the right of way will be shifted from FY07 to FY08 (\$700,000 DEMO); construction will be shifted from FY08 to FY09 (\$188,000 DEMO/\$1.5 million STP-STU). Final design was originally programmed in FY06 (\$500,000 DEMO) but not authorized, and more recent and accurate estimates have been made. Further the amount shown as still available from the DEMO was not properly programmed and needed to be adjusted: \$2.188 million is available from the earmark. This project will provide for the relocation of jughandles from milepost 44.75 to Campus Drive (milepost 44.52) and modification of existing traffic patterns to serve identified community and safety needs. Campus Drive will be extended from Sunset Road to Salem Road (approximately 1/3 mile).

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Hans van Naerssen) to recommend that the Board approve TIP Action NJ07-05, Burlington County's request to modify the FY2007-2010 TIP for New Jersey by adding the final design phase to Campus Drive, (DB #95078B1) in FY07 (\$1,000,000 DEMO); shifting a portion of the right of way from FY07 to FY08 (\$700,000 DEMO); shifting the right of way phase from FY07 to FY08 (\$400,000 DEMO), and shifting the \$1.688 million construction phase to FY09, funding it with the remaining DEMO balance (\$188,432) and \$1.5 million FY09 STP-STU funds from the DVRPC Future Projects Line Item, DB #D026. This action is recommended with the proviso that bicycle and pedestrian use for the entire project be accommodated.

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

TIP ACTION NJ07-06a: ROUTE 295. TOMLIN STATION ROAD TO ROUTE 45, REHABILITATION (DB #00372A), GLOUCESTER COUNTY

NJDOT has requested that DVRPC modify the FY2007-2010 TIP for New Jersey by increasing the FY08 construction funding for the Gloucester County section of the Route 295 Rehabilitation project (DB #00372A) between Tomlin Station Road and Route 45 by adding \$42.915 million (\$27.37 million IM funds/\$15.545 million State funds). There has been a significant cost increase to this project, attributable primarily to the rise in the cost of materials, addition of \$4 million for ITS components to the project, and increased traffic control measures. The increase will raise the cost of this section from \$44.347 million to \$87.262 million. This hyperbuild "fix it first" roadway rehabilitation project will provide for the excavation and rebuilding the roadway project, as well as excavation to allow for vertical clearance at the overpass. The project description will be edited to reflect an accurate construction estimate.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Bill Faltermayer) to recommend that the Board approve TIP Action NJ07-06a, NJDOT's request that DVRPC modify the FY2007-2010 TIP for New Jersey by increasing the FY08 construction phase of the Route 295 Rehabilitation, Tomlin Station Road to Route 45 project (DB #00372A) by \$42.915 million (\$27.37 million IM funds/\$15.545 million State funds).

The project description will be edited to reflect an accurate construction estimate.

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

TIP ACTION NJ 07-06b: Route 30, CLEMENTON AT GIBBSBORO ROAD (DB #95032), PROPOSED DELETION, CAMDEN COUNTY

NJDOT has requested that DVRPC amend the FY2007-2010 TIP for New Jersey by deleting the Route 30, Clementon at Gibbsboro Road project (DB #95032) from the TIP by removing the FY09 construction funding (\$2.2 million HSIP funds). NJDOT's solution to this heavy accident location with a high rate of turning movements became a large scale widening of the intersection which was locally opposed, and the scaled back version of the project was not acceptable to the municipality. After further review and consideration, NJDOT believes that a new traffic signal and newly striped dedicated turn lanes will alleviate the safety problems at the location, and NJDOT will monitor the location for a year after those improvements are made in the spring of 2007. This project is currently programmed for \$2.2 million HSIP funds for construction in FY09.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Cheryl Tumola) to recommend that the Board approve TIP Action NJ07-06b, NJDOT's request that DVRPC amend the FY2007-2010 TIP for New Jersey by deleting the Route 30, Clementon at Gibbsboro Road project (DB #95032) from the TIP by removing the FY09 construction funding (\$2.2 million HSIP funds).

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

TIP ACTION NJ07-06c: ROUTE 30, COOPER RIVER DRAINAGE IMPROVEMENTS (DB #9377), CAMDEN COUNTY

NJDOT has requested that DVRPC modify the FY2007-2010 TIP for New Jersey by deferring the FY08 and FY09 construction phases to FY11 for the Route 30, Cooper River Drainage Improvements, (DB #9377). The construction phases will be deferred from FY08 (\$10,870,000 NHS) and from FY09 (\$8,250,000 NHS) to FY11 (\$19,120,000 NHS). Funds from the deferred construction phases in FY08 and FY09 will be used to offset the cost of the construction phase of a project with a higher priority, Route 295, Tomlin Station Road to Route 45, Rehabilitation (DB #00372A), Gloucester County. The Cooper River Drainage project includes drainage improvements in the vicinity of Baird Boulevard and will include a tidal gate on the Cooper River approximately 165 to 230 feet downstream of the East State Street Bridge. The gate will be remotely operated from the NJDOT Regional Office in Cherry Hill. Highway stormwater runoff will be separated from sanitary sewers. Two water quality basins will be constructed inside ramps at Baird Boulevard. Also, two oil-water separators are proposed for water quality at two locations where the stormwater could not be directed into the water/quality basins. Outflow pipes from the proposed basins and oil-water separators will be fitted with tideflex valves to prevent backflow from water stored in the Cooper River basin. A 3-foot by 600-foot berm will be constructed east of the gate. NJDOT expects to be able to advance the construction phase in the future.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Hans van Naerssen) to recommend that the Board approve TIP Action NJ07-06c only if the stipulations of the following resolution are met:

Whereas, NJDOT has requested that DVRPC modify the FY 2007-2010 TIP for New Jersey by deferring the FY08 and FY09 construction phases to FY11 for the Route 30, Cooper River Drainage Improvement (DB#9377; and

Whereas, Project DB#9377 will disturb land that the NJDEP has designated as habitat for threatened and endangered species by cutting trees along the Cooper River and installing a berm; and

Whereas, the adjacent Cherokee Cramer Hill and Cherokee Pennsauken Redevelopment Projects contain plans that will also disturb threatened and endangered species habitats;

Therefore, the RCC recommends that DVRPC approve TIP Action NJ07-06c on the condition that the funds diverted from the deferred construction phases will not be restored until and unless NJDOT first completes an environmental assessment of the cumulative environmental impacts of Project DB#9377 together with the proposed Cherokee Cramer Hill and Cherokee Pennsauken Redevelopment Projects and the NJDEP certifies that the actions will not have an adverse impact on the habitat of threatened and endangered species and the Cooper River basin.

The RCC agrees that flood control along Route 30 is necessary but this is not the way to achieve it. Flood plains are a natural means of containing tidal surge and floodwaters. There are few flood plains left along the Cooper River. The RCC suggests re-examining the flood control issue.

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

TIP ACTION NJ07-06d: ROUTE 73, FOX MEADOW ROAD/FELLOWSHIP ROAD (DB#94068), BURLINGTON COUNTY

NJDOT has requested that DVRPC amend the FY2007-2010 TIP for New Jersey by changing the scope of the state funded Route 73, Fox Meadow Road/Fellowship Road project (DB #94068) and reducing the programming for the project. The project has been scaled down through NJDOT's "Smart Solutions" effort and reduced in cost by eliminating \$22.038 million state funds from the FY09 construction phase. The project will improve a heavily congested intersection and drainage at the trouble spots that currently have flooding problems. The reduction in cost is attributable to retaining the existing vertical clearance of the bridge and require replacement of the bridge superstructure in lieu of an entire bridge replacement, and will add a 15' auxiliary lane instead of a 12' lane and a 10' shoulder for Route 73 North Bound beyond Fox Meadow Road. This project is currently programmed for \$4.1 million state funds for utility phase in FY07, \$18.938 million state funds for construction in FY08, and \$22.038 million state funds for construction in FY09.

The community is not opposed to the revisions, and the project description will be edited to reflect the accurate description.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board approve TIP Action NJ07-06d, NJDOT's request that DVRPC amend the FY2007-2010 TIP for New Jersey by changing the scope of the Route 73, Fox Meadow Road project (DB #94068) and removing the FY09 construction phase (\$22.038 million state). The project description will be edited to reflect the accurate description. This recommendation is contingent upon bicyclists and pedestrians being accommodated. The committee has major concerns about the elimination of shoulders in this area.

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

DVRPC PROJECT RANKINGS FOR THE PENNSYLVANIA PORTION OF THE DRAFT FY 2007/2008 AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)

Reiner Pelzer, DVRPC Senior Aviation Planner, explained 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 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 SFY2007 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 2007/ FFY 2008 airport projects. The attached document is presented for Board approval before submittal to the PENNDOT BOA in February 2007.

Discussion: Ajay Creshkoff recommended that funds be monitored as implementation moves forward. Mr. Pelzer explained that he agrees; however, DVRPC has only advisory status in this process.

ACTION TAKEN BY COMMITTEE:

MOTION (by Cheryl Tumola, seconded by Lorraine Brill) to recommend that the 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 H on the voting record.)

DVRPC FY 2008 PLANNING WORK PROGRAM

DVRPC Contracts Manager John Griffies noted that the Fiscal Year 2008 Unified Planning Work Program (UPWP) consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional

Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations. To support certain projects the Board has selected for the DVRPC FY2008 UPWP, the attached TIP Actions will need to be made to the FY07 TIP for New Jersey and FY07 TIP for Pennsylvania. The source of funds for projects in New Jersey will be the DVRPC Future Projects Line Item (DB#D026) and DVRPC Local Scoping (DB#X80B). 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.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the Board adopt the FY 2008 DVRPC Unified 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 passing Resolution No. B-FY07-003. Further, approve the actions to amend or modify the FY 2007 TIP for New Jersey (NJ07-03) and the FY 2007 TIP for Pennsylvania (PA07-21) as required. In addition, the RCC submits the attached comments regarding the FY08 Work Program.

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

DVRPC TITLE VI COMPLIANCE PLAN

Jane Meconi, DVRPC Manager of Public Involvement and Title VI Compliance, explained that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination under Title VI of the 1964 Civil Rights Act in federally funded activities. Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, national origin, sex, age or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance. During the past six years, a renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment to Title VI has, and continues to be, reflected in the Delaware Valley Regional Planning Commission's (DVRPC's) Work Program, publications, communications, public involvements efforts, and general way of doing business.

As the Metropolitan Planning Organization (MPO) for the Delaware Valley, DVRPC is required to adopt a Title VI Compliance Plan which addresses such issues as responsiveness to Title VI requirements for project selection in the DVRPC Work Program, the TIP and our Long-Range Plan, as well as providing evidence of public outreach techniques that encourage the involvement of all of the region's citizens. This document establishes a framework for DVRPC's efforts to ensure compliance with Title VI and related statutes regarding nondiscrimination and Environmental Justice. The Draft Plan was released on October 2, 2006 for a 45-day public comment period that ended on November 17, 2006. This comment period included public notification to approximately 2500 citizens, business leaders, governments and organizations;

documentation in regional libraries; legal notices; media outreach; a public meeting; and placement on the Commission’s Website.

A summary of public outreach, as well as copies of notices and comments received from the Regional Citizens Committee and DVRPC’s attorneys, were distributed. No comments resulted in substantive changes to the Draft Title VI Compliance Plan.

Discussion: Ajay Creshkoff suggested adding a chart to show responsibilities. Dennis Winters stated that he would like to see “income level” added as a factor for non-discrimination.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Cheryl Tumola) to recommend that the Board adopt the DVRPC Title VI Compliance Plan.

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

PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY (PENNVEST) FUNDING REQUESTS IN DELAWARE COUNTY AND PHILADELPHIA

Patricia Elkis, DVRPC Associate Director of Comprehensive Planning, stated 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, as well as brownfield assessments and remediation 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 forwarded two applications to DVRPC for review for consistency with the regional plan. PENNVEST has forwarded two applications to DVRPC for review for consistency with the regional plan:

Philadelphia

- Canus Corporation North Second Street Development Brownfield Project – PennVest loan request for \$7,601,250 to remediate a brownfield site, a former scrap yard, currently contaminated with PCBs, lead, and contaminated building debris. The funding request also includes acquisition of the site so that Canus can begin the remediation and associated soft costs of the project. Upon the clean-up, Canus has developed schematic plans for a 150-unit residential and a 7-unit industrial studio development. The project is approximately 3 acres, located at 1300-54 North Second Street in the Kensington South neighborhood. The developer’s project description also states that buildings will be LEED certified structures.

Delaware County

- Chadds Ford Township Sewer Authority for Turner’s Mill Sewer Plant and Collection Facilities– PennVest loan request for \$1,600,000 for sewage collection facilities to serve Chadds Ford Village and other nearby areas, and a pro rated allocation of the cost of the Turner’s Mill Plant capacity. The plant has a capacity of 140,000 gpd,

which was built to serve a new development, as well as to serve Chadds Ford Village and other nearby areas that suffer from malfunctioning septic systems or that have small sewage treatment plants in need of replacement. Due to the poor soils and wet conditions in the Chadds Ford Village area, the current sewage disposal conditions could have negative impacts on the Brandywine Creek.

The Philadelphia project is consistent with the Destination 2030 Plan policy to revitalize and strengthen urban centers and to rebuild abandoned brownfield sites into thriving mixed use areas. The Delaware County project along Route 1 in Chadds Ford Township is in an existing developed area and will improve the water quality of the Brandywine Creek. As such, these projects are consistent with the goals and policies of the regional plan.

Discussion: Anne Carroll outlined a number of concerns regarding the Philadelphia application, including: Wastewater projects funded with Federal pass-through funds (which are administered by PennVest) must be for remediation of non-point source pollution (PA Code 965.2). On this property, the water pollution obviously came from the previous owner and its prior industrial uses ("the prior uses resulted in contamination of the site," according to the applicant). Their characterization of the water pollution under "Performance Measures" #7 as "non-point source" should be questioned, based on their enumeration of pollutants as PCB's, oil, lead and other metals, leakage from underground storage tanks, and contaminated building debris, "left at the site by the current owner." The applicant is only requesting funding to "remove and dispose of the PCB's"; how do they plan to dispose of or remediate the other contaminants? The mission of PennVest, according to its web site, is to fund sewer, stormwater, and drinking water infrastructure projects so businesses can locate in a community to further the goals of creating employment opportunities and economic development. Public subsidization of a private real estate developer via a low-interest loan at a maximum rate of 1.7% to clean up a property which they will not use and not enhance employment in the community is not in line with PennVest's mission. Under "Economic Benefits" (p.5), the "total net new full-time jobs created" are described as "industrial studio spaces". In the Project Description, these are further described as "commercial artist/craftsperson studio space..." It is a long stretch to characterize the ability of an artist to rent or buy a studio as "job creation." The application has no substantive indication that this project will create employment opportunities in the community, one part of the stated mission of PennVest. From DVRPC's perspective, affordable housing is a major policy and planning issue, judging from the many pages on the DVRPC web site dedicated to the topic. At the very least, in exchange for getting a low-interest loan with public money, this for-profit company should have some conditions on the type of housing it builds. In response, Patty Elkins stated that she felt this was a good project. The applicants have pledged to clean up the site and must do so to state standards. It is often hard to get companies to move into Philadelphia so incentives are often needed. This will serve as a boon to economy and will clean up a brownfield site. It is also in line with the long range plan.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Lorraine Brill) to recommend that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding request in Delaware County is consistent with the *Destination 2030 Plan*.

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

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Lorraine Brill) to recommend that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding request in Philadelphia is consistent with the *Destination 2030 Plan*.

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

DVRPC FY 2007 PLANNING WORK PROGRAM AMENDMENT: SUPPLEMENTAL I-95 STREET ROAD INTERCHANGE STUDY

Thomas Walker, DVRPC Manager, Office of System Planning, stated that in FY 04, DVRPC staff prepared 2030 traffic forecasts for the proposed reconstruction of the I-95 Interchange at Street Road. Traffic associated with the recently approved slots parlor at Philadelphia Park Racetrack was not included in the DVRPC traffic study, completed in September of 2004. Under this supplemental work program, DVRPC will prepare updated forecasts for the I-95 mainline, Street Road, and its I-95 interchange assuming that the slots parlor at the racetrack is in operation. This study will be initiated in FY07 and completed in FY08.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Cheryl Tumola) to recommend that the Board amend the DVRPC Fiscal Year 2007 Planning Work Program to include the Supplemental I-95 Street Road Interchange Traffic Study.

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

DVRPC FY 2007 PLANNING WORK PROGRAM AMENDMENT: INTERSTATE 95/ US 322 INTERCHANGE IMPROVEMENT TRAFFIC STUDY

Thomas Walker stated that PENNDOT and their consultants (DMJM+Harris) are studying alternate configurations for the Interstate 95 / US 322 interchange in Delaware County to improve the flow of traffic and increase safety. This study will address a major weaving movement across three lanes of I-95 traffic, other geometric problems, and improve access to large commercial developments in the area. DVRPC has been asked to develop daily and peak hour traffic forecasts for this effort.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Lorraine Brill) to recommend that the Board amend the DVRPC Fiscal Year 2007 Planning Work Program to include the Interstate 95 / US 322 Interchange Improvement Traffic Study.

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

STAFF UPDATES

Because of the time and the lack of a quorum, a number of presentations were cancelled. It was noted that materials were distributed for the Job Access Program/ Coordinated Human Services Transportation Plan and for the 2030 Plan. These will be action items in February.

FY 08 PENNSYLVANIA TMA ASSISTANCE GRANT AND MOBILITY ALTERNATIVE PROGRAM WORK PROGRAMS

DVRPC Senior Transportation Planner Sarah Oaks explained that each year in January, the Pennsylvania Transportation Management Associations submit new work programs for the following fiscal year for the PennDOT TMA Assistance Grant Program, and the Mobility Alternatives Program. The papers distributed represent a distillation of successful programs and best practices. Ms. Oaks asked those present to review the work programs and provide comments to her by January 19th. This will also be an action item in February.

OLD/NEW BUSINESS:

Anne Carroll's paper on the Stewardship of Public Funds was reviewed. This paper will be forwarded to staff for comments and brought up again in February.

Mr. Strumpfer noted the public comment period for the air quality conformity funding and the notification of SEPTA public hearings.

Hans van Naerssen asked what the next steps are for prioritization and quantification of the 2030 projects. Are these priorities being applied to the TIP?