

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JANUARY 15, 2008**

Present: Warren Strumpfer (Chair), Ernest Cohen, Elaine Cohen, Robert Machler, John Pawson, Cathy Zukoski, Lorraine Brill, William Faltermayer, Ajay Creshkoff, Bill Marston, Emily Linn, Patricia Horrocks, Linda Ingenthron, Kay McKenna, Tom Cooper, John Burkhardt, Hans van Naerssen, Sheikh Gardrie, Kathryn Garza, Dennis Winters, John Boyle, (citizens); Clayton Lane, Steve Spindler, Jim Black, Lionel Ruberg (visitors); Candace Snyder, Elise Turner, Mary Bell, Sarah Oaks (staff)

APPROVAL OF MINUTES:

The minutes of the November 28, 2007 RCC meeting were approved as mailed. John Burkhardt questioned the cost of the hybrid buses that SEPTA has proposed buying as part of TIP Action PA07-68b, noting that he hopes that SEPTA keeps good O & M records that show improved emissions and gas usage.

COMMITTEE BUSINESS:

Warren Strumpfer, RCC Chair, will appoint Vice Chairs and the RTC representative in February.

CHAIRMAN'S REPORT:

Mr. Strumpfer reported that he thanked staff for their quick response to questions regarding the SEPTA hybrid bus program. He noted that the RCC's requested addendum to the Bucks County Regional Traffic Study had been issued to stakeholders and was available online and in the DVRPC library. Letters have been issued by staff to all Pennsylvania regional legislators with copies of the report on "Filling the Transportation Funding Gap", as well as to Senator Madden in New Jersey, as per the RCC's request. Mr. Strumpfer also mentioned the value of the new report, "Innovations in Zoning for Smart Growth." Finally, he noted that the Road Safety Audit presentation that was highlighted at the December Board meeting will be on the RCC's February agenda.

RTC REPORT:

John Boyle stated that Rina Cutler has been named as Deputy Mayor for Transportation and Public Utilities by Mayor Nutter. She will leave her post with PennDOT and begin this new assignment in March. Clarena Tolson will continue as Streets Commissioner. Mr. Boyle also noted that a number of DVRPC's funding programs, such as CMAQ and Safe Routes to School, are not going out for competitive bid this year. He has asked that a DVRPC staff member, such as Chick Dougherty, come to the February RCC meeting, to provide an update on this situation.

REPORTS FROM OTHER COMMITTEES:

Dennis Winters, the RCC's representative to the CHSTP program, stated that he is giving up this position because of the demands of his job. A replacement will be named at a later date. A brief discussion was led by Linda Ingenthron regarding the need to corral services that locate outside of normal shuttle routes and then require that the shuttles travel to their location to service customers. This uses public dollars to make up for bad policy decisions.

SPECIAL PRESENTATION: PHILLY CAR SHARE:

Clayton Lane, Co-Founder, and Deputy Executive Director of Philly Car Share, updated RCC members on the status of the program, presenting how dollars have been invested, the markets currently served, and progress on environmental goals. He stated that Philly Car Share was originally a CMAQ-funded project which served as a two-year pilot that then became financially solvent. The program had 2000 members in its infancy. Project goals for the year 2008 originally included having 15,000 participants by 2008; serving all five southeastern PA counties; extrapolating the environmental impacts; and maintaining financial solvency. The program now boasts 35,000 members and is the largest locally run car share program in the world. It has reduced vehicle ownership, resulting in 90% reduced emissions and 26 million fewer VMT. Approximately 1.6 million gallons of gas have been saved since the program's inception. 20% of adults in central Philadelphia are members. The program has begun to move into the suburbs. Mr. Lane noted that the Philly Car Share has provided convenience and affordability for its members and now utilizes a fleet that is more than half hybrid vehicles.

DVRPC BOARD AGENDA ITEMS:

The items below are agenda items for the DVRPC Board. As per the new RCC format, a "consent agenda" format is in place, meaning that the RCC does not have to address every agenda item before them.

PA07-71: PennDOT Year of Expenditure Adjustments for SAFETEA LU Compliance:

John Boyle, Transportation Subcommittee Chair, noted that PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by applying a Year of Expenditure (YOE) multiplier to the TIP in order to bring the program into compliance with SAFETEA LU federal transportation legislation. Statewide planning regulations issued by the Federal Highway Administration contained a requirement that projects contained in the TIP be expressed in "Year of Expenditure" (YOE) dollars by December 11, 2007 in order to be SAFETEA LU compliant; project costs should account for revenue growth and inflation. FHWA worked closely with PennDOT to develop guidance on this process and agreed to establishing a 4% inflation factor that would be applied to current TIP projects. PennDOT's guidance to the statewide planning partners is attached as Item A.

Projects expected to be expended in FY08 are considered to be in "base year" or current year of expenditure and FY08 costs do not need to be inflated. Projects with costs in FY09 and FY10 and later required the inflation factor be applied to those costs.

Approval of this action will result in the DVRPC TIP being SAFETEA LU compliant. Most of the individual project actions involved in the YOE exercise have minimal impact and would normally be processed as Administrative TIP Actions.

As a follow-up to the year of expenditure adjustments for FY09, FY10, and LFY costs, District 6 also went through the program to determine which FY08 projects needed cost increases. Spreadsheets with projects that require FY08 cost increases or phases added or shifted to FY09 or FY10 are attached as Items C-Cost increases-Highway and C-Cost Increases-Bridge. These projects require adjustments that are consistent with YOE inflation if project costs are pushed beyond FY08. The spreadsheet is attached in this package to indicate which projects require formal TIP actions as part of the rest of the January agenda, and what their FY08 costs would be. The YOE and FY08 cost adjustments combined will bring the FY08 year of the FY07 TIP significantly more into line with current PennDOT District 6 expectation for letting and expenditures for the next 6 months.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-71 to bring the DVRPC TIP into compliance with the Year of Expenditure requirement for SAFETEA LU.

PA07-72a: PA 611, North Broad Street, Glenwood - Grange Street Corridor Improvements (MPMS #17652), Philadelphia:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the current TIP, PA 611, North Broad Street, Glenwood - Grange Street Corridor Improvements (MPMS #17652), and programming construction in FY08 and FY09. This project will provide for the upgrade of traffic signals at approximately 35 intersections along Broad Street between Somerset Street (near Lehigh Avenue) and Grange (near Stenton/Godfrey Avenues). This project was designed as part of a commitment to address I-95 traffic diversion. Signals will be replaced, interconnected, and tied via fiber optics to the City's Central Control Center and Traffic Shop. Medians and hand/man signs will also be included at selected intersections. This project ties into PA 611, Broad Street at I-95 Signal project (MPMS #17796) as well as planned work on Belfield Avenue and Stenton/Godfrey Avenues. This project is one of the top five safety locations as determined by FHWA and will be funded with Highway Safety Improvement Program (HSIP) funds. Construction needs for the combined Broad Street projects is less than anticipated and will be programmed in FY08 (\$100,000 HSIP) and FY09 (\$700,000 HSIP).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-72a, PennDOT's request to amend the TIP by adding a project back into the current TIP, PA 611, North Broad Street, Glenwood - Grange Street Corridor Improvements (MPMS #17652), and programming construction in FY08 (\$100,000 HSIP) and FY09 (\$700,000 HSIP). The RCC approved this action with the caveat that there should be pedestrian signals with countdown timers at every intersection along Broad Street.

PA07-72b: PA 41, Gap Newport Road at Old Baltimore Pike Intersection Improvement Project (MPMS #14613), Chester County:

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a final design phase in FY08, for the PA 41, Gap Newport Road at Old Baltimore Pike Intersection Improvement Project (MPMS #14613). This project will realign intersection approaches to either form a "T" intersection and add left turn lanes on all approaches, or a round-about. Currently, utility is programmed in FY07 for \$50,000, and right of way is programmed in FY08 for 500,000. Final design will be programmed in FY08 (\$500,000 HSIP).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-72b, PennDOT's request to modify the TIP by adding a final design phase in FY08, for the PA 41, Gap Newport Road at Old Baltimore Pike Intersection Improvement Project (MPMS #14613), and programming final design in FY08 (\$500,000 HSIP).

PA07-72c: Hares Hill Road over French Creek Bridge Rehabilitation Project (MPMS #13885), Chester County:

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a preliminary engineering phase in FY08, to the Hares Hill Road over French Creek Bridge Rehabilitation Project (MPMS #13885). The bridge is listed on the National Register and is posted for weight restricted loads. The project includes determining an accurate weight capacity of the existing bridge and rehabilitating the structure which would improve the load bearing capacity without adversely affecting the historical integrity of the bridge. The bridge was built in 1869 and is a single span structure. It contains stone masonry abutments, an open grid deck, and is composed of wrought iron girder trusses with latticed webbing. Utility and right of way phases should be pushed out from FY07 to LFY (\$50,000 state and \$100,000 state, respectively). Preliminary engineering will be programmed in FY08 (\$50,000 State).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-72c, PennDOT's request to modify the TIP by adding a preliminary engineering phase to the, Hares Hill Road over French Creek Bridge Rehabilitation Project (MPMS #13885), and programming in FY08 (\$50,000 State) and shifting utility and right of way phases out to later fiscal years.

PA07-72d: Greenwood Avenue over SEPTA Mainline Commuter Rail Bridge Replacement Project (MPMS #16197), Montgomery County:

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a final design phase to the Greenwood Avenue over SEPTA Mainline Commuter Rail Bridge Replacement Project (MPMS #16197). The project involves a complete replacement of the bridge. The structural design will accommodate the present abutment, and connection to the roadway retaining walls will also be made. The underlying areas of the existing stone arch bridge abutments will be addressed by placing scour protection around the structure at the creek. Currently, construction is programmed in FY08, FY09, and FY10 for \$6 million. Final design will be programmed in FY08 (\$840,000 Bridge/\$210,00 State).

Discussion: John Boyle noted that the Bicycle Coalition has repeatedly requested that bike lanes be added on this bridge, but to no avail. A copy of Jenkintown Borough's resolution of support for bicycle lanes and pedestrian access to the bridge is attached.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board not approve TIP Action PA07-72d, PennDOT's request to modify the TIP by adding a final design phase to the Greenwood Avenue over SEPTA Mainline Commuter Rail Bridge Replacement Project (MPMS #16197) and programming in FY08 (\$840,000 Bridge/\$210,00 State). The RCC asks that the DVRPC Board formally requests that PennDOT add bicycle lanes and pedestrian access to this bridge replacement project.

PA07-74a: Old Baltimore Pike Bicycle/Pedestrian Facility (MPMS #62297), Various Counties:

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a construction phase in FY09, to the Old Baltimore Pike Bicycle/Pedestrian Facility (MPMS #62297) project. This project is intended to improve the service quality for bicycling on Old Baltimore Pike, a known bicycle commuter route for workers in the mushroom industry. This project will include shoulder delineation, installation of bike lanes, warning signage, and replacement of drainage grates. The project has an estimated let date of July 2008 and is ready to advance to construction. Currently, preliminary engineering is programmed in FY07 in the amount of \$20,000. Construction will be programmed in FY09 (\$414,000 CMAQ), acknowledging a toll credit match.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-74a, PennDOT's request to modify the TIP by adding a construction phase in FY09, to the Old Baltimore Pike Bicycle/Pedestrian Facility (MPMS #62297) project. Construction will be programmed in FY09 (\$414,000 CMAQ), acknowledging a toll credit match.

PA07-74b: MacDade Boulevard from Ashland Avenue to Cherry Street Signal Improvement Project (MPMS #64790), Delaware County:

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a preliminary engineering phase in FY07 and FY08, to the MacDade Avenue from Ashland Avenue to Cherry Street Signal Improvement Project (MPMS #64790). Additionally, modifying the project description as a result of the project limits being changed from Oak Avenue to Springfield Road; to Ashland Avenue to Cherry Street. The project will include the replacement of existing solid state equipment with new state of the art controllers to allow for coordinated signalization and better traffic flow management. Fiber Optic interconnections will be installed overhead on utility poles, and ADA requirements will also be addressed. A total of eleven signalized intersections will be included in this project. These intersections include: MacDade Boulevard & Ashland Avenue, MacDade Boulevard & Cooke Avenue, MacDade Boulevard & Oak Lane (S.R. 2015), MacDade Boulevard & Lafayette Avenue, MacDade

Boulevard & Woodlawn Avenue, MacDade Boulevard & Clifton Avenue (S.R. 2013), MacDade Boulevard & Sharon Avenue, MacDade Boulevard & Felton Avenue, MacDade Boulevard & Jackson Avenue, MacDade Boulevard & Roberta Avenue, and MacDade Boulevard & Cherry Street. The new signal equipment will allow for coordinated signalization and improve traffic flow. Currently, final design is programmed in FY09 (\$200,000). Preliminary engineering will be programmed in FY07 (\$160,000 CMAQ), and FY08 (\$140,000 CMAQ).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-74b, PennDOT's request to modify the TIP by adding a preliminary engineering phase in FY07 and FY08, to the MacDade Avenue from Ashland Avenue to Cherry Street Signal Improvement Project (MPMS #64790). Additionally, modifying the project description as a result of the project limits being changed from Oak Avenue to Springfield Road; to Ashland Avenue to Cherry Street. Preliminary engineering will be programmed in FY07 (\$160,000 CMAQ), and FY08 (\$140,000 CMAQ).

PA07-74c: Susquehanna Road from Huntingdon Road to Tennis Avenue Bikeway Improvements (MPMS # 62300), Montgomery County:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, Susquehanna Road from Huntingdon Road to Tennis Avenue Bikeway Improvements (MPMS # 62300), and programming construction in FY09. This project is intended to improve the service quality for bicycling on Susquehanna Road. The project will include shoulder delineation, widening and reconstruction; installation of bike lanes, warning signage; replacement of drainage grates; and replacement of open swales contiguous to roadway shoulders with subsurface drainage systems. The project is ready to advance to construction. Construction will be programmed in FY09 (\$450,000 CMAQ).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-74c, PennDOT's request to amend the TIP by adding a project back into the TIP, Susquehanna Road from Huntingdon Road to Tennis Avenue Bikeway Improvements (MPMS # 62300), and programming construction in FY09 (\$450,000 CMAQ). However, the committee requests a more complete project description.

PA07-74d: Bicyclists Baltimore Pike Bicycle Facility (MPMS # 62299), Delaware County:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, Old Baltimore Pike/Bicyclist's Baltimore Pike (MPMS # 62299), and programming construction in FY09. This project is intended to aid bicyclists in navigating an alternative route to the heavily traveled Baltimore Pike, and to improve the service quality for bicycling along this roughly parallel east-west alternative route. This project will include a bike route designation (including navigational signs), shoulder delineation, widening and reconstruction; installation of bike lanes, warning signage; replacement of drainage grates; and replacement of open swales contiguous to roadway shoulders with subsurface drainage systems.

The project is ready to advance to construction. Construction will be programmed in FY09 (\$386,000 CMAQ), acknowledging a toll credit match.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-74d, PennDOT's request to amend the TIP by adding a project back into the TIP, Bicyclists Baltimore Pike/Bicyclist's Baltimore Pike (MPMS # 62299), and programming construction in FY09 (\$386,000 CMAQ), acknowledging a toll credit match. However, the committee requests a more complete project description.

PA07-75a: Food Distribution Center Cross-Dock Facility (MPMS #68068), Philadelphia - Proposed Project Deletion:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deleting the Food Distribution Center Cross-Dock Facility Project (MPMS #68068), from the current TIP by removing the FY07 construction phase (\$200,000 CMAQ). The goal of this project was to eliminate long distance truck trips from interstate highways and local Philadelphia streets by converting trips to rail containers using a newly constructed dock built especially to accommodate frozen or refrigerated goods. This project was awarded \$200,000 in CMAQ funds as part of the 2002 DVRPC Competitive CMAQ Program, and a local match of \$643,000 was to be provided by the project's sponsors, Brooks Provisions Inc. in partnership with the Food Distribution Center. The project sponsor does not wish to move forward with the project due to higher expense determined necessary for construction.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-75a, PennDOT's request to amend the TIP by deleting the Food Distribution Center Cross-Dock Facility Project (MPMS #68068), from the current TIP by removing the FY07 construction phase (\$200,000 CMAQ).

PA07-75b: Packer Avenue Marine Terminal Gate Enhancement (MPMS #68070), Philadelphia - Proposed Project Deletion:

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deleting the Packer Avenue Marine Terminal Gate Enhancement Project (MPMS #68070), from the current TIP by removing the FY07 construction phase (\$420,000 CMAQ). The goal of this project was to modernize the current gate structure, and purchase and install software and hardware to automate the gate process for trucks at the Packer Avenue Marine Terminal. This project was awarded \$420,000 in CMAQ funds as part of the 2002 DVRPC Competitive CMAQ Program, and a local match of \$105,000 was to be provided by the project's sponsor, the Philadelphia Regional Port Authority. The project is not expected to advance for several more years since the configuration and a still to-be-determined location of the new gate will change. The sponsor hopes to be able to re-visit the CMAQ Competitive Program at a future date, but has agreed to drop the project.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-75b, PennDOT's request to amend the TIP by deleting the Packer Avenue Marine Terminal Gate Enhancement Project (MPMS #68070), from the current TIP by removing the FY07 construction phase (\$420,000 CMAQ).

Adoption of DVRPC Fiscal Year 2009 Unified Planning Work Program:

The Fiscal Year 2009 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 FY2009 UPWP, the attached TIP Actions will need to be made to the FY08 TIP for New Jersey and FY07 TIP for Pennsylvania. The source of funds for projects in New Jersey will be the DVRPC Local Scoping Line Item (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:

The RCC recommends that the DVRPC Board adopt the FY 2009 DVRPC Unified Planning Work Program and 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-FY08-001. Further, approve the actions to amend or modify the FY 2008 TIP for New Jersey (NJ08-03) and the FY 2007 TIP for Pennsylvania (PA07-76) as required.

Adoption of DVRPC Public Participation Plan: A Strategy for Citizen Involvement:

DVRPC has a long history of public involvement in its plans and programs, beginning in the 1970s when federal mandates outlined the basics of citizen involvement. In 2001, the DVRPC Board adopted a Public Participation Plan, which was designed for DVRPC's Board, staff and the general public as an outline of the Commission's overall strategy for public participation; it also included the policies that were adopted as inherent to the operation of this agency into the twenty-first century. Updated in 2004, the Public Participation Plan now includes a public disclosure policy and an Environmental Justice Protocol.

To ensure compliance with current federal transportation legislation, specifically the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), an updated DVRPC Public Participation Plan was drafted and released for a 45-day public comment period on November 16, 2007. The comment period ended on January 2, 2008. This comment period included public notification to approximately 2500 citizens, business leaders, governments and organizations; documentation in regional libraries; legal notices; media outreach; and placement on the Commission's Website.

In addition, DVRPC staff worked with the Federal Highway Administration (FHWA) and the Regional Citizens Committee (RCC) prior to release of the Draft Plan to develop appropriate language for the document. No formal comments were received during the public comment period.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board adopt the DVRPC Public Participation Plan: *A Strategy for Citizen Involvement*.

Approval of the DVRPC Project Rankings for the Pennsylvania Portion of the Draft 2008/2009 DVRPC Regional Airport Capital Improvement Program (ACIP):

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 has requested an official ACIP from DVRPC for their project selection process every year since. This year PENNDOT requested a SFY2008 fiscally constrained project rating table.

In preparation of this document, the DVRPC role included facilitating planning meetings with each DVRPC PA System Plan airport sponsor; and conducting a ranking process under federal, state, and regional guidelines, resulting in the attached list of proposed SFY 2008/ FFY 2009 airport projects.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve the DVRPC recommended Project Rankings for the Pennsylvania Portion of the SFY 2008/FFY 2009 Airport Capital Improvement Program (ACIP).

Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Chester and Delaware Counties:

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, stormwater management and 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 as follows:

Chester County:

Malvern Hill Associates - Malvern Hill Associates, a Pennsylvania Limited Partnership, has applied for an \$11 million PENNVEST loan for the daylighting and subsequent construction of an approximately 1,000 lineal foot section of Little Valley Creek currently culverted under an asphalt paving field at the former Worthington Steel manufacturing facility in East Whiteland Township.

The creek daylighting will provide positive water quality impacts post-construction to this Exceptional Value designated stream, and the project includes stormwater management Best Management Practices such as rain gardens and bio-retention areas. The project is part of a large, 1.8 million square foot mixed-use redevelopment project that includes about 753 residential units, 745,000 SF of high-end, "lifestyle" retail, 285,00 SF offices, and 150 hotel rooms. The site is approximately 100 acres, with approximately 30 acres of open space (including the re-created stream channel with vegetated buffers), and is bordered by the Chester Valley Trail.

Delaware County:

Aqua Pennsylvania, Inc. - Aqua Pennsylvania has requested a PENNVEST loan for \$1.924 million to improve the water filtration system at the Crum Creek Water Treatment Facility. The Crum Plant serves water in 8 first class townships, 1 second class township and 19 boroughs, providing water for about 20% of Aqua Pennsylvania's Main System serving 1 million people. The Crum Water Treatment Plant has a permitted capacity of 20 million gallons per day (mgd), and on average produces 18 to 19 mgd. The site has been utilized since the 1890s for producing potable water, and has undergone numerous upgrades since originally constructed. The proposed improvements under this PennVest application include the installation of air scour equipment on all 24 of the plant filters to ensure a continued, safe, reliable supply of drinking water. The improvements will correct numerous problems at the treatment plant related to the filtering of the water, and the air scour equipment will be installed in existing buildings at the water treatment plant.

The first project, Malvern Hill Associates, is located in a 2030 Plan designated Growth Center - Great Valley, and is consistent with the 2030 policies to 1) rebuild abandoned brownfield sites into thriving mixed-use areas; 2) Improve the surface water quality of all watersheds through the achievement of target water quality goals; and 3) Promote well-planned and environmentally responsible development and redevelopment of neighborhoods and communities.

The second project, Aqua Pennsylvania Crum Creek Water Treatment Plant Improvements, is consistent with the 2030 Plan policies to 1) Curtail Sprawl through reinvestment in the region's existing developed areas as a means to focus continuing suburban growth; and 2) Restore and maintain existing infrastructure systems, services and capacity to support existing development as well as attract new population and employment growth.

These projects both serve to alleviate existing problems and are in areas already developed or identified as Growth Centers in the DVRPC Year 2030 Plan. As such, these projects are consistent with the goals and policies of Destination 2030, the Year 2030 Plan for the Delaware Valley.

Discussion: The RCC asks that maps be included with future PENNVEST requests.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board authorize Executive Director to send letters notifying PENNVEST that the application requests from Malvern Hill Associates in Chester County and Aqua Pennsylvania, Inc. in Delaware County are consistent with Destination 2030 Plan.

STAFF PRESENTATION: RATING THE REGION:

Mary Bell, DVRPC Principal Planning Analyst, stated that the Philadelphia region is one of the nation's largest labor, housing, and sales markets. In order to compete effectively, the region must be prepared to stand up to comparison with the nation's other large metropolitan areas. A new DVRPC study, *Rating the Region: The State of the Delaware Valley*, compares the Philadelphia metropolitan area to the nation's nine largest metros (New York, Los Angeles, Chicago, Dallas, Houston, Miami, Washington, D.C., Atlanta, and Detroit) plus Boston, Pittsburgh, and Baltimore, as regional competitors.

The study found that in comparison to other regions, our transportation network, strong financial resources, diverse economic base, low unemployment rate, and research and development capabilities position us for economic growth. These strengths, however, threaten to be checked by the disparities between city and suburban income, low labor force participation, and poor educational attainment in the cities. Likewise, our quality of life assets – the colleges and universities, extensive healthcare network, arts and cultural resources, and affordable housing – may be countered by challenges that include a rapidly aging population, limited recreational resources, and the fragmentation (and the resulting difficulties in implementing change) caused by a number of government entities.

Fortunately, many of the resources needed to address the region's weaknesses are already in place. The challenge now facing the region is capitalizing and building on its strengths while recognizing and working to address its identified weaknesses.

Examples outlined in the report include:

- The region's extensive health care network will be of tremendous value as the region works to meet the needs and demands of its growing elderly population. Likewise, health care providers can continue to improve the delivery of services and by doing so help to lower the infant mortality rate.
- Suburban employers should continue to increase the opportunities for meaningful employment for city residents through job training and development. This training, combined with ongoing improvements to the region's existing transit and highway network, can increase labor force participation and lower unemployment in the city.
- The region's colleges and universities should become more actively involved with the local elementary and secondary schools to increase the motivation and performance of students, particularly in the region's urban districts.
- The region must also continue to market its strengths, including its extensive educational resources, affordable housing, arts and cultural opportunities, and short average commute times, to attract young, college-educated professionals back into its cities and mature suburban neighborhoods.

Comparisons were made in the following categories: the human environment (population, age, diversity, income); the economy (employment, real estate); the built and natural environment (housing, density); transportation (commute, mode, air quality); and the civic environment (political representation, taxes and revenue, arts and culture). The report is a follow-up to a similar report released by DVRPC in 1993. Using comparable data from the Census Bureau and other federal agencies, existing conditions and trends of the region are measured against other metropolitan regions around the country.

**2009 PENNSYLVANIA TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)
ASSISTANCE GRANT AND MOBILITY ALTERNATIVE PROGRAM WORK PROGRAMS:**

Sarah Oaks, DVRPC Senior Transportation Planner, outlined the 2009 Pennsylvania Transportation Management Association (TMA) Assistance Grant and Mobility Alternative Program Work Programs. She noted that two work programs vary from the others – those of SEPTA and the Clean Air Council (which is taking over for the City of Philadelphia). Comments regarding these programs are due by January 18, 2008.

Discussion: Ajay Creshkoff voiced his concern that projects in the Work Program stress efficiency over effectiveness. He noted that performance measures are not the same as effectiveness. Ms. Oaks answered that these are not outcome-based programs. They are not adequately funded for this to be the case. The TMA's serve as the link between PennDOT and the business community.

ACTION TASK FORCE REPORT:

John Boyle was elected Chair of the Action Task Force for 2008 with Lorraine Brill elected as Vice Chair.

2035 TASK FORCE:

John Pawson reported that his group had drafted a statement of purpose and discussed a new transportation innovation known as “hydrail.” The task force also discussed regional energy audit outputs and establishing renewable energy goals.

ACTION TAKEN BY COMMITTEE:

The RCC requests that DVRPC staff provide the committee with an introductory lecture on DVRPC's thinking regarding greenhouse gas and climate change responsibilities.

OTHER BUSINESS:

Lorraine Brill noted that the RTC's Pennsylvania Subcommittee met and was given a multi-page document on the TIP. She suggested that members obtain a copy of this document.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.
