

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MAY 14, 2002**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of April 16, 2002 were approved as mailed.

CHAIRMAN S REPORT:

Patrick Starr, RCC Chair, reported that the Board s reaction to the RCC s resolution regarding petroleum consumption was neutral; Mr. Starr felt that the committee would have to pursue this issue in the future. Mr. Starr also reported on three upcoming events: the TIP/2025 public meetings on May 15, 22 and 29; the seminar on Transportation and Land Use in the Philadelphia Region on June 3 at the Doubletree Hotel, sponsored by PEC, DVRPC and Greater Philadelphia First; and the DVRPC Annual Dinner on June 5 at the Four Seasons Hotel.

COMMUTER CHOICE AND PARKING CASH OUT PRESENTATION:

Scot Spencer, Transportation Specialist for Environmental Defense, explained two benefits that are tax-free savings tied to the TEA-21 legislation. Commuter Choice is a term that refers to a nationwide partnership between government and business to reduce congestion and improve air quality. Commuter Choice programs make it possible for employees to receive benefits to ride transit and vanpools, save on taxes and even get cash for their parking spaces. It encompasses such programs as Transitchek and Parking Cash Out.

Parking Cash Out is a benefit which allows an employer to offer employees the option to accept taxable cash income instead of a free or subsidized parking space at work. Given this option, many employees will accept the cash and choose to carpool, take transit or walk or bike to work. Benefits are substantial to both employee and employer. Employees receive more commute benefits; traffic and emissions decrease; and the employer may be able to reduce parking costs. Mr. Spencer reviewed implementation issues and costs, and the impact of the program in California.

TIP ACTION PA01-67 (SEPTA):

Dennis Winters, RCC Transportation Subcommittee Chair, reported that SEPTA has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project in FY 2002, the 52nd Street Corridor Alternative Analysis. This project would undertake an analysis to evaluate modal and alignment options for improving mobility between Center City and West Philadelphia.

The project would provide information to local officials on the cost, benefit, and impact of transportation investments in the area. While this corridor was not selected as the

Locally Preferred Alternative for the Schuylkill Valley Metro (SVM) Major Investment Study, the corridor could serve to complement the SVM in view of a planned proposed station at 52nd Street and Parkside Avenue. SEPTA requests adding \$500,000 to FY 2002 using earmarked Transportation, Community and System Preservation (TCSP) funds.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Don Augustine) to recommend that the DVRPC Board approve TIP Action PA01-67, SEPTA's request to amend the FY 2001-2004 TIP for Pennsylvania by adding the 52nd Street Corridor Alternatives Analysis (TIP #S109) to the TIP. This project will be funded in FY 2002 using \$500,000 of Transportation, Community and System Preservation (TCSP) earmarked funds.

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

TIP ACTION PA01-68 (PENNDOT):

PennDOT has selected 12 agencies in the DVRPC region to receive a total of \$1,526,600 for the purchase of 29 vehicles under FTA's Section 5310 program (formerly Section 16) and has requested that these funds be added to the TIP. This program provides capital assistance to private nonprofit corporations that provide transportation services for senior citizens and people with disabilities.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded Miles Day) to recommend that the DVRPC Board approve TIP Action PA01-68, PennDOT's request to amend the FY 2001-2004 TIP for Pennsylvania by adding \$1,526,600 (\$1,221,280 5310 funds/\$305,320 Local match) into FY 2002 for the purchase of vehicles under the FTA's Section 5310 program (TIP #PA03).

In addition, the RCC notes its motion from 2001 that stated: *The RCC believes that alternative fuel vehicles should be purchased and noted that existing state and federal programs are available to cover the marginal costs of these vehicles.* The committee would like to know who at PennDOT is responsible for the FTA Section 5310 program and would like the agency's assurance that it made this information available to this year's applicants. The RCC would also like to know how many, if any, of last year's applicants chose alternative fuel vehicles.

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

(NOTE: PennDOT administers this program throughout the Commonwealth and the agencies that apply throughout the state vary greatly in size and available funding.

Many are in areas that do not have an air emission problem or that do not have access to the Clean Cities program. The agencies in this region that have been granted vehicles have the option of selecting a compressed natural gas vehicle during their procurement procedure, which happens after the grantees have been notified of being awarded equipment. During the preliminary phase of applying for the grant, no agency has indicated a preference for alternative fuel vehicles.)

TIP ACTION PA01-69a (BUCKS COUNTY):

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania with a \$2.1 million (\$1.680 Hwy/\$420,000 State) increase in the FY 2002 final design phase for Route 202, Section 711 in Bucks County. The increase is attributable to requirements for design revisions to County Line Road, Detweiler Road right of way parcels, additional length at Five Points intersection, and standard environmental efforts. Dennis Winters stated that he had voted against this motion at the RTC because he believes that it will increase capacity.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Larry Shaeffer) to recommend that the DVRPC Board vote against TIP Action PA01-69a, Route 202, Section 711, because it represents a capacity increase and because the committee has voiced its opposition to the US 202, Section 700 project in the past.

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

TIP ACTION PA01-69b (MONTGOMERY COUNTY):

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania with a \$1.5 million (\$1.2 million STU/\$300,000 State) increase in the FY 2002 final design phase for Route 463, Horsham Road. The township requested that the project be expanded and engineering and right of way have been 100% local funded. This project was originally planned as a culvert replacement but will now coordinate with the proposed limited widening of the entrance required of the existing housing developer on Horsham Road. The limits for this project are Stump Road to General Hancock Road.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board vote against TIP Action PA01-69b, Route 463, Horsham Road, because this project in essence constitutes an increase from a two-lane highway to four lanes, because this is a capacity increasing project, and because of the need for bicycle facilities.

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

TIP ACTION PA01-69c (PHILADELPHIA):

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by shifting the FY 2003 construction phase to FY 2002 for I-95, Westmoreland to Levick in Philadelphia, increasing it by \$100,000, and also acknowledging that the FY 2002 funds represent Advanced Construct Conversion funds.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action PA01-69c, PennDOT's request to modify the FY 2001-2004 TIP for PA for I-95, Westmoreland to Levick in Philadelphia, by shifting \$7 million from the FY 2003 construction phase to FY 2002 and increasing the FY 2002 construction phase by \$100,000 (\$5.680 million Federal Bridge Funds/\$1.420 million State).

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

TIP ACTION PA01-69d (PHILADELPHIA):

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding the 29th Street Bridge Over Amtrak/SEPTA project back in to the current FY 2001-2004 TIP for Pennsylvania. Funding was programmed in FY 2000 (\$9 million), and this request includes a \$1.9 million (\$1.5 million Federal Bridge/\$400,000 State) increase in the FY 2002 final design phase to address concerns of a nearby elementary school. Issues addressed include a new retaining wall, modifications to abutment design, vibration and noise monitoring, and dust control.

ACTION TAKEN BY COMMITTEE:

MOTION (by Don Augustine, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action PA01-69d, PennDOT's request to modify the FY 2001-2004 TIP for Pennsylvania by adding the 29th Street Bridge Over Amtrak/SEPTA project back into the current TIP with a \$1.9 million construction phase in FY 2002 (\$1.5 million Federal Bridge/\$400,000 State) (MPMS #16944).

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

TIP UPDATE:

Elizabeth Schoonmaker-Shepherd, DVRPC TIP Manager, reported that more than 1400 notices of TIP and Year 2025 Public Meetings, TIP Summaries, and 2025 Summaries have been mailed. Meetings will be held in both Pennsylvania and New

Jersey. Materials are available in libraries throughout the region, as well as at DVRPC and on the web. The public comment period will end on June 5, 2002. The draft NJ TIP contains over 200 projects, totaling \$910 million over three years. The PA TIP has more than 500 projects, totaling almost \$3.5 billion over four years. Ms. Shepherd reviewed the allocation by highway and transit, and by county. The DVRPC Board will take action on June 27 to adopt the two TIPs and the changes to the Year 2025 Long-Range Plan.

FUTURE TRANSPORTATION SUBCOMMITTEE MEETING AND SWAMP ROAD TIP ISSUE:

Mr. Winters reported that the Transportation Subcommittee was unable to get through all discussion regarding recommendations for the TIP and 2025 Plan. The subcommittee recommends that an additional subcommittee meeting be held on May 17 or May 22 to complete its business. The subcommittee would then mail its recommendations to the full committee, asking that comments regarding these recommendations be submitted to Candace Snyder by a set date. If there are no comments, the recommendations would be forwarded to DVRPC as the RCC's official comments prior to the June 5, 2002 closing of the public comment period. The RCC agreed with this recommendation and a meeting will be held at 12 Noon on May 22, 2002 with a notice sent to all RCC members.

In addition, members of Residents for Regional Traffic Solutions, a number of whom are RCC members, presented their beliefs regarding the need to correct a culvert restriction and to lift weight restrictions on Swamp Road in Bucks County. They represent more than 3000 households throughout five townships in the county. A copy of their hand-out was distributed to the RCC.

The subcommittee finds that the roundabout aggregate truck traffic caused by load reduction on Swamp Road south of Worthington Mill Road is forcing a lengthy and hazardous detour. We recommend that TIP B13 be increased in priority from FY 2005 and FY 2007 to FY 2003, and that TIP B11 also be considered for prioritization.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Elaine Cohen) to recommend that the RCC accept the subcommittee's recommendation, as outlined above, barring any objections and following notification of RCC members of all TIP and 2025 comments after the special Transportation Subcommittee meeting.

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

APPROVAL OF TRANSPORTATION ENHANCEMENT (TE) PROJECTS FOR INCLUSION IN DVRPC'S PA TIP:

Jack Claffey, DVRPC Assistant Executive Director for Transportation Planning, reported

that PennDOT allocates statewide FHWA Transportation Enhancements funding to be awarded to applicants chosen by the metropolitan planning organization, subject to the approval of PennDOT. In February the Board approved a set of projects for funding and sent this list to PennDOT. The Board also approved sending a list of rank-ordered projects to be funded by a set-aside for the Secretary of Transportation to award to projects of statewide significance.

PennDOT recently approved all of the new projects submitted by DVRPC. The RCC was given the list of *Regional Recommendations for TE Funding*. In addition, PennDOT approved supplemental funding for two projects from an earlier round of approved projects.

In the Philadelphia region, \$2,000,000 of FTA funds are also available for the Transportation Enhancements program for transit-related projects. Three such projects were approved by the Board, but these do not require PennDOT's approval.

Four projects of regional significance were also submitted to the state for the Secretary's Discretionary Fund. Two projects were partially funded including the East Coast Greenway; one was fully funded; and one was rejected. Finally, one project *Controlling Outdoor Advertising* submitted by the Pennsylvania Resources Council, which was not included among the recommendations by the region, was approved for funding by the state at \$88,000.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board amend the current DVRPC Pennsylvania Transportation Improvement Program to include the recommended Transportation Enhancement projects. In addition, the RCC voices its support for the sub-allocation process and its happiness with the funding of the projects out of the Secretary's Discretionary Fund.

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

PROPOSED CHANGE TO THE PENNSYLVANIA HIGHWAY FUNCTIONAL CLASSIFICATION SYSTEM - PHILADELPHIA:

Mr. Claffey stated that the City of Philadelphia has requested a change to the Pennsylvania Highway Functional Classification System. A letter of request was mailed to the RCC, including maps of the existing and proposed Functional Classification System in the subject area. The City's request is to change the classification of Tomlinson Road between Bustleton Avenue in Philadelphia and Philmont Avenue/Pine Road in Montgomery County from Local to Minor Arterial. This addition would add 1.3 miles to the federal aid system.

Staff has reviewed the request and found it to be consistent with the federal Functional

Classification System and its continuity. The road is a mixed use corridor. The change provides an additional east west link in the federal aid system, connecting several schools, institutions and a commercial district. It also is a primary access route to a regional rail station and carries a SEPTA bus route. Montgomery County concurs with the change for the portion in that county and supports the change in Philadelphia.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Miles Day) to recommend that the DVRPC Board a change to the Pennsylvania functional classification system to add Tomlinson Road in Philadelphia between Bustleton Avenue and the city line, and in Montgomery County between the city line and the Philmont Avenue / Pine Road intersection, as a minor arterial. The RCC notes that the Montgomery County portion of this roadway needs bicycle and pedestrian improvements to provide better access to Philmont Station.

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

PROPOSED FY 2003 NEW JERSEY CORRIDOR SELECTION:

The DVRPC FY2003 Planning Work Program includes the project, Year 2025 Plan Corridor Study - New Jersey (Project # 3-43-180) . DVRPC staff has identified four corridors in New Jersey from the Year 2025 Plan that have not been studied to date. Information from the DVRPC transportation management systems on bridge and pavement condition and congestion levels was tabulated and mapped for each corridor for review by the subcommittee. The recommendation of the New Jersey Subcommittee, affirmed by the full RTC, is to advance the NJ Routes 168 / 42 Corridor Study beginning in FY2003. While the Year 2025 Plan indicated a corridor extending all the way to Williamstown, the recommended corridor would run from Camden City only to the Atlantic City Expressway where Route 168 ends. The section of Route 42 below this point is currently under study at NJDOT.

DVRPC and NJDOT have proposed a coordinated approach to quickly advance improvements in this corridor by including funds in the draft FY 2003 TIP for preliminary engineering of any quick fix projects that may emerge from the outreach elements of the corridor study.

This will enable smaller, less complex improvements that can gain early consensus to advance while the corridor study continues to develop solutions to the more difficult issues.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Elaine Cohen) to recommend that the DVRPC Board the selection of the New Jersey Route 168/NJ 42 corridor (Camden to Atlantic City Expressway) for study under the Year 2025 Plan Corridor Study-New Jersey project in the DVRPC FY 2003 Planning Work

Program (Project # 3-43-180).

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

DVRPC FY 2003 PLANNING WORK PROGRAM AMENDMENT: QUALITY OF PLACE ENHANCEMENT AND PROMOTION IN SOUTHEASTERN PENNSYLVANIA:

Heather Kump, DVRPC Regional Economic Development Policy Planner, reported that the Commonwealth of Pennsylvania, through the Department of Community and Economic Development (DCED), has recently initiated a new program entitled *Stay Invent the Future*. This program seeks to develop initiatives targeted to young workers to attract and retain these young people in Pennsylvania. Funds will be provided to each region of the state to develop regional strategies, together with additional initiatives selected through a statewide competitive process.

DVRPC, in partnership with Greater Philadelphia First, will submit a proposal for competitive funding under the *Stay Invent the Future Challenge Grant* program. The proposed project would work to enhance and promote the communities of southeastern Pennsylvania as an attractive location for young workers. Specific activities proposed by DVRPC and Greater Philadelphia First include establishment of a Regional Livability Council to identify the key lifestyle amenities and assets to market the region; convening of a Real Estate Working Group to identify the specific amenities and the specific communities most sought by young workers; development of a targeted marketing campaign for these communities; promotion of *TransitChek* and the *Smart Commute Mortgage Program* to young workers and students; and integration with DVRPC's Transportation and Community Development Initiative (TCDI) to advise communities of the attractions, housing options and amenities most sought by young people. A copy of the proposal is attached.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Elaine Cohen) to recommend that the DVRPC Board amend the FY 2003 DVRPC Work Program to include the

Quality of Place Enhancement and Promotion in Southeastern Pennsylvania project. The RCC also requests that DVRPC staff return to solicit the committee's input.

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

FY 2003 PENNSYLVANIA JOB ACCESS AND REVERSE COMMUTE (JARC) GRANT PROGRAM - PROJECT PRIORITIES AND TIP COMMITMENT:

Karen Cilurso, DVRPC Regional Planner, stated that TEA-21 includes a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) initiative entitled the Job Access and Reverse Commute (JARC) Grant Program. This grant program is intended to help

fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. A total of \$150 million is available in FY 2003, nationwide, for this program. A 50% non-Department of Transportation match is required.

The FTA's JARC regulations require metropolitan planning organizations (MPOs), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Regional Job Access and Reverse Commute Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

Following project solicitation in early January, DVRPC received nine Letters of Intent from Pennsylvania applicants by the February 19th deadline. Following staff review of the submissions, the Board acted on February 28th, and found that: (1) all of the proposed projects were consistent with DVRPC's adopted Job Access Plan; (2) all of the potential applications were qualified to undertake the services proposed; and (3) each applicant should continue to work with SEPTA to complete the full application process. The Board also authorized the formation of a Special Committee for Pennsylvania to act on their behalf and prioritize the proposed projects for funding.

DVRPC convened the Special Committee (composed of city, county, public transit agency, Regional Citizens Committee and U.S Department of Housing and Urban Development representatives) on March 12th. Action was deferred until the April Board meeting to await the release of the FTA's Federal Register notice for the FY 2002/2003 program. The FTA guidance was published in the *Federal Register* on April 8th, and implies that the FTA may consider additional new projects for FY 2003. Consequently, in consultation with SEPTA, it was agreed to proceed with the FY 2002 project recommendations in April and to reconvene the Special Committee in May to reevaluate Pennsylvania project recommendations for FY 2003. The Committee met on May 7th, at DVRPC, to prioritize FY 2003 projects and their recommendations were reviewed with the RCC.

The RCC thanked Don Augustine for the time he spent on the special committee.

TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE 2002 PROJECTS:

Patrick Starr and Warren Strumpfer reported that the Transportation and Community Development Initiative (TCDI) is an opportunity for DVRPC to support local development and redevelopment efforts in the cities and older suburbs and boroughs of the Delaware Valley that have lost population or jobs and are in need of proactive assistance. TCDI provides a mechanism for these municipalities to undertake locally directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. The regional TCDI provides funding of up to \$100,000 to undertake planning, analysis or design initiatives for projects or programs which enhance development or

redevelopment and improve the efficiency or enhance the regional transportation system.

A total of 64 proposals, representing 63 municipalities, were submitted by the April 10 deadline for applications. There were 32 proposals in New Jersey, requesting a total of \$1,691,291, with \$500,000 available. In Pennsylvania, there were also 32 proposals, requesting a total of \$2,324,189, with \$1,000,000 available.

Separate review committees were established for each state, representing county, state, non-profit, academic and citizen interests. The review committees each met and presented a recommended list of projects. The Board Policy Analysis Committee will also meet to review the projects and present a recommended list of projects to the Board for consideration. Upon selection, applicants will contract directly with DVRPC.

The Pennsylvania breakdown of projects, as recommended to the Policy Committee, will be: two projects in Bucks County; four in Chester; four in Delaware; three in Montgomery; and three in Philadelphia. In New Jersey, the recommendations are as follows: three projects in Burlington County; three in Camden; two in Gloucester; and one in Mercer.

SUBCOMMITTEE REPORTS:

Transportation Subcommittee: Dennis Winters reported that DVRPC staff had presented What If scenarios, stating that these scenarios had been circulated to a small group of staff and committee members and soon will be distributed to a larger audience. They encompass such issues as the regional economy strengthens ; sprawl accelerates ; and a Green Region is emphasized. The subcommittee recommends that the RCC ask for a presentation on the What If scenarios at its June meeting and that all RCC members participate in the survey.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Ajay Creshkoff) to recommend that the RCC request that DVRPC staff provide a presentation of the What If scenarios to the full committee at its June meeting and that all RCC members participate in the survey.

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

Patrick Starr stated that he and Candace Snyder will also try to set up a meeting with staff to discuss implications of linking the Work Program and Year 2025 Plan. If it is not possible to schedule this prior to the May 22 Transportation Subcommittee meeting, then it will be scheduled prior to the June 18 RCC meeting.

Dennis Winters again stated that he would like to see the input data on the air quality conformity model.

25 Year Task Force: Ernest Cohen stated that DVRPC should produce a handbook on how to make communities more pedestrian friendly and then hold workshops to promote it. He stated that he has been discussing this with John Madera who feels he can fit this into his job responsibilities.

ACTION TAKEN BY COMMITTEE:

MOTION (by Ernest Cohen, seconded by Dennis Winters) to recommend that the Board consider the following resolution as an initiative for inclusion in the FY 2004 DVRPC Planning Work Program:

Whereas John Madera of the DVRPC staff has prepared two excellent reports on Pedestrian access: *Making Butler Pike Pedestrian Friendly* (July, 2001) and *Making Secane a Walkable Community* (December, 2001) and, as stated on page 4 of the Secane study:

Why improve the area for pedestrians?

- * Walking is a healthy, non-polluting form of personal transportation which does not consume limited natural resources, nor requires a costly support infrastructure.
- * An improved walking environment will increase mass transit use, reduce the demand for parking and help alleviate traffic congestion.
- * It will improve the appearance of the neighborhood, increase retail trade and boost property values.
- * It will give all area residents - regardless of age, income or the ability to drive - safe, healthy and appealing mobility options.
- * And finally, it will reduce the incidence of injuries to pedestrians.

and **whereas** there are many examples of poor and even dangerous pedestrian facilities in both Philadelphia and the suburbs;
and **whereas** extra walking distance for pedestrians is about ten times as annoying as driving the same distance for motorists;
and **whereas** from these two studies it is obvious that the principles of pedestrian design are known within the planning community,

Therefore, we resolve that DVRPC should prepare a manual on pedestrian friendly design and proceed to both make this information readily available to local planners and motivate local planners to use the information.

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

Environmental/Legislative Subcommittee: Cathy Zukoski stated that the subcommittee is working with Candace Snyder to hold a special August RCC meeting with Neil Weinstein as the guest speaker on Low Impact Development. The subcommittee will meet in June to draft a list of additional invitees.

OTHER BUSINESS:

John Pawson stated that he had made a copy of his testimony on SEPTA s Annual Service Plan available to the committee. Mr. Pawson also noted that a meeting was held on May 13 on the Route 100 Trolley at which it was announced that an Alternatives Analysis was being completed; the project is only 5% complete.