

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
MARCH 18, 2003**

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of February 26, 2003 were approved with the correction of a typo on page 2 that should read Route 332.

**CHAIRMAN'S REPORT:**

Dennis Winters, Chair, reported that the final version of the DVRPC Policy Paper on the Reauthorization of TEA-21 is in each member's packet. He thanked DVRPC's Board and staff for their willingness to work with the RCC in making changes to the paper.

Ajay Creshkoff noted that the paper still did not contain performance measures.

**I-295/I-76/ROUTE 42 INTERCHANGE RECONSTRUCTION:**

Michael Russo, Supervising Engineer, Project Scope Development, NJDOT, along with Dewberry, Inc. presented an update of the I-295/I-76/Route 42 Interchange Reconstruction project, which began in the mid-1980s. Mr. Russo stated that the current Transportation Improvement Study (TIS) examines corrections to deficiencies in two projects – the main interchange and the missing moves. The presentation included details of a site map; issues such as substandard bridges, accident rates, local emergency responses; project purpose and need. Goals and objectives were highlighted, as well as community outreach, the Environmental Impact Statement (EIS); environmental constraints; alternatives; and project schedule. Mr. Russo noted that NJDOT is working with DVRPC, utilizing the Commission's staff and environmental justice contacts. Discussion focused on the need for performance measures. The website for more information is [www.state.nj.us/transp/works/studies/I295](http://www.state.nj.us/transp/works/studies/I295).

**VIDEO PRESENTATION:**

Larry Shaeffer presented a series of videos highlighting the advantages of roundabouts. Some of the benefits include cost savings, environmental impacts, safety, aesthetics and capacity. Dee Durham noted that she had supplied a paper with articles on roundabouts. Discussion centered upon the differences between traffic circles and roundabouts; pedestrian access; applicability; and accessibility.

### **TIP ACTION PA03-15/NJ03-03:**

Warren Strumpfer, Transportation Subcommittee Chair, explained that DVRPC has requested that the FY2003-2006 TIP for Pennsylvania and the FY2003-2005 TIP for New Jersey be amended by adding the Transportation and Community Development Initiative (TCDI) to FY03. Pennsylvania would program \$1.250 million (\$1 million STU/\$250,000 Local Match) for projects and New Jersey would program \$550,000 STU, including \$50,000 for program administration. The DVRPC Board took action on January 23, 2003, to add these projects to the DVRPC FY 2004 Work Program, and took action in September, 2002, to agree to provide the necessary funding for this program through the TIP. TCDI provides funds to selected municipalities, targeting core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population. The purpose is to generate growth and redevelopment, and to improve or enhance the regional transportation system. The funding cannot be used for construction or capital improvements, but can support local planning, design, market studies or feasibility analyses that may lead to those improvements. Dennis Winters commended this program and stated that DVRPC is once again leading the way among MPOs.

*Discussion: Ajay Creshkoff suggested adding a criterion that would evaluate projects for approval as follows: "Does the project include performance indicators or milestones for following the progress and its full implementation (including outcomes as far as possible)? Mr. Creshkoff referred to three types of evaluation during the planning and implementation process: ex ante evaluation; ongoing evaluation; and ex post or outcome evaluation. He noted that this does not mean that DVRPC staff should do any evaluation other than in relation to the long-term transportation plan and implementation of land use policies. Candace Snyder, DVRPC Public Affairs Director, explained that Regional Planning staff monitor all TCDI projects and may well have such a criteria in the ranking projects.*

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

**MOTION** (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Actions PA03-07 and NJ03-03, DVRPC's request to amend both the FY 2003 TIP for PA (FY2003-2006), and the FY 2003 TIP for NJ (FY2003-2005), by adding in the Transportation and Community Development Initiative (TCDI.) Pennsylvania (MPMS # 64652) would include \$1.25 million (\$1 million STU/\$250,000 Local Match) in FY03 for project funding. Also in FY03, New Jersey will program \$550,000 STU funds from DVRPC Local Scoping Line Item DB #X80B, including \$50,000 for program administration.

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

**TIP ACTION PA03-16a:**

PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by adding a FY03 preliminary engineering phase (\$546,000 HWY/\$137,000 State), increasing the final design phase (\$634,000 STU/\$159,000 State) and shifting it to FY05, and deferring the right of way phase to later fiscal years for the Route 313 Corridor, Ferry Road - Broad Street project. These costs are based on the resulting negotiated consulting contract. Improvements include turning lanes on Route 313.

*Discussion: Larry Shaeffer stated that this project is connected to other PennDOT projects such as the 202 Expressway. This project anticipates an increase in capacity. Elizabeth Schoonmaker, DVRPC TIP Manager, noted that this project is about safety improvements only.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Warren Strumpfer, seconded by Karen Friedman) to recommend that the DVRPC Board approve TIP Action PA03-16a, PENNDOT's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding a FY03 preliminary engineering phase (\$546,000 HWY/\$137,000 State) and increasing the final design phase (\$634,000 STU/\$159,000 State) and shifting it to FY05, and deferring the right of way phase to later fiscal years for MPMS #57619, the Route 313 Corridor from Ferry Road to Broad Street.

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

**TIP ACTION PA03-16b:**

PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by adding a FY03 preliminary engineering phase (\$636,000 HWY/\$159,000 Local), increasing the FY04 final design phase (\$1.063 million HWY/\$266,000 Local), and deferring the FY06 right of way phase to later fiscal years for the Edge Hill Road Reconstruction project. The original reconstruction project of approximately one mile has been expanded to include Tyson Avenue. This project addresses serious drainage issues in the area.

PennDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project, the 2003 Reflective Pavement Marker Program. Currently in design, this project will require an FY03 construction phase of \$380,000 specially earmarked STP funds. The markers are being designed to withstand snowplow action and will be installed on state and local roads in the region.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA03-16b, PENNDOT's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding a FY03 preliminary engineering phase (\$636,000 HWY/\$159,000 Local Match), increasing the FY04 final design phase (\$1.063 million HWY/\$266,000 Local Match), and deferring the FY06 right of way phase to later fiscal years for MPMS #57865, Edge Hill Road Reconstruction. This action would also revise the project description to include Tyson Avenue.

***AMENDMENT*** (by Ernest Cohen, seconded by Larry Shaeffer) to add the following statement to the motion: "The RCC hopes that the community will deal directly with the flooding issue in this area by increasing filtration rather than building culverts, which just pass the problem along to a neighboring community."

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

**TIP ACTION PA03-17:**

The Philadelphia Streets Department has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding the West Philadelphia Congestion Mitigation project back into the TIP with a FY04 construction phase (\$379,000 DEMO funds/\$95,000 Local Match). \$369,000 was originally programmed for a FY02 design phase, but the University of the Sciences in Philadelphia is now doing all of the design work. This project consists of converting a portion of the abandoned Breyers ice cream plant into a parking area to serve students and public transit commuters. The 11-acre tract of land, adjacent to and owned by the University of the Sciences in Philadelphia, is located along 43rd St. and runs from Woodland Ave. to the Schuylkill River. The project area runs between 43<sup>rd</sup> and 45<sup>th</sup> Streets on the northwest side of Woodland Avenue. The committee discussed the parameters of the project that permitted it to use CMAQ funds; the cost per parking space; and the use of the lot by commuters, students, etc.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action PA03-17, the City of Philadelphia Streets Department's request to amend the FY 2003 TIP for PA (FY2003-2006),

by adding the West Philadelphia Congestion Mitigation project (MPMS #17830)

back into the TIP. This amendment will program \$379,000 specially earmarked DEMO funds and \$95,000 Local Match for construction in FY 2003. The RCC recommends that facilities for parking bicycles be included as well.

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

**TIP ACTION PA03-18:**

Chester County has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a project back into the TIP, the West Chester Transit Center, with a \$1,000,000 construction phase in FY03 or FY04. The county would fund all pre-construction activities. This project was originally approved for CMAQ funds through the previous DVRPC Competitive CMAQ Program (1999-2000), was awarded funds and placed in the 1999 TIP but lapsed because agreement could not be reached on the location of the transit center. Since that time, a partnership between the county, Capital Trailways and SEPTA has developed to advance this project. Chester County is requesting that the project be given consideration to advance quickly as the parking garage (where the transit center will be located) is ready to go under construction this spring.

The county is in the final design stages for the parking garage which will be on the same block as the new Justice Center, which is not yet under construction. If this West Chester Transit Center request for funding is approved now, the design of the parking garage can be modified to include the bus transit center on the first floor. The transit center would be utilized by commuters arriving in West Chester for work, riders traveling throughout Chester County, or to SEPTA's 69<sup>th</sup> Street Terminal and points in between. SEPTA bus routes 92, 104, 119 and 314 would use the center which would include bus bays, a passenger waiting area, and other passenger amenities.

*Discussion: Financial constraint was originally in question but it now appears that other previous CMAQ-funded projects, particularly a number of bicycle projects, have lapsed, and these funds could be moved to this project. Ms. Schoonmaker reported that \$770,000 has been identified as available to date. If full funding is identified from these other projects, Chester County would withdraw the transit center from this year's competitive CMAQ process.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Warren Strumpfer, seconded by Miles Day) that the DVRPC Board approve TIP Action PA03-18, Chester County's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding the West Chester Transit Center back into the TIP with a \$1 million CMAQ funded FY03 construction phase.

The RCC also notes that the re-establishment of rail service to West Chester is vital; the location of this transit center is six blocks away from the proposed rail station. Consideration should be given to establishing bus service between the transit center and the rail station when service is restored.

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

**FEDERAL AID - FUNCTIONAL CLASSIFICATION CHANGE (MONTGOMERY COUNTY):**

PennDOT has requested the deletion of McCoys Lane in Upper Merion Township, Montgomery County, from the Pennsylvania Functional Classification System. A map was provided showing the area along with existing and proposed Functional Classification System. PennDOT's request is due to the fact that McCoys Lane is a private road and was inadvertently classified as a public road sometime in the past. Recent editing work caught the error. FHWA has advised PennDOT that the same procedure must be followed as would normally be used to add or delete a facility to the system.

***ACTION TAKEN BY COMMITTEE:***

**MOTION** (by Warren Strumpfer, seconded by Lorraine Brill) that the DVRPC Board approve a change to the Pennsylvania Functional Classification System to delete McCoys Lane, in Upper Merion Township, Montgomery County, from the Pennsylvania Federal Functional Classification System.

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

**POLICY PAPER RE: REAUTHORIZATION OF AIR 21, THE FEDERAL AVIATION CAPITAL GRANT PROGRAM:**

Warren Strumpfer reminded committee members that Roger Moog, DVRPC's Manager of Aviation Planning, had come to the January Transportation Subcommittee meeting to present this issue. Since 1980, DVRPC has been the metropolitan planning organization selected by FAA to implement Continuing Aviation System Planning (CASP) for the 12 counties of the FAA designated aviation planning area of the Philadelphia-Delaware Valley. The 12 counties include the traditional nine counties of the DVRPC planning area and Salem County, New Jersey as well as New Castle County, Delaware and Cecil County, Maryland.

Since 1990, FAA programs, services, and the development needs of federally

eligible airports have been funded from the Aviation Trust Fund through the four year authorization bill entitled the Wendell H. Ford Aviation Investment and Reform Act for the 21<sup>st</sup> Century, known as "Air 21." This legislation, which expires at the end of FFY 2003, created \$3.4 billion per year, nationally, in capital investment funds known as the Airport Improvement Program (AIP), for projects at commercial service, reliever and general aviation airports and heliports. The annual funding level of the current authorization is an approximately 50% increase over previous authorization levels.

Costs of security investments, resulting from 9/11/01, reduced the funding available by 20% in FFY 2002.

DVRPC, working closely with its member governments, constituents, and committees, has prepared a policy paper on the reauthorization of the federal aviation program. The policy paper focuses on those items which impact DVRPC's regional aviation priorities and needs as identified in the adopted 2025 RASP.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by John Pawson) that the DVRPC Board approve the Regional Policy Paper regarding the Reauthorization of the Federal Aviation Capital Grant Program.

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

**SUBCOMMITTEE REPORTS AND ACTIONS:**

Warren Strumpfer reported that he had pointed out at the Transportation Subcommittee meeting that the Route 202/41 Cordon Line report states that the purpose of most trips (64%) in the region are for work; 75% of these cars contain one passenger. Mr. Strumpfer questioned how we can reduce this ratio and how we can get the transit agencies to recognize this and do something about it. He believes that any change in this factor, when cordon line surveys are done and when weighed against projects, could be used as a measure of effectiveness.

**MEASURING THE EFFECTIVENESS OF PROGRAMS AND PROJECTS:**

Ajay Creshkoff had prepared a paper entitled "Measuring the Effectiveness of DVRPC Programs and Projects: Proposed Recommendations", dated February 26, 2003.

*Discussion: The RCC discussed the need for performance measures in tracking TIP projects. It is currently the responsibility of PennDOT but many in this area would like to see this imperative moved to the MPO.*

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Ajay Creshkoff, seconded by Warren Strumpfer) to recommend that the DVRPC Board and staff review the attached paper entitled “Measuring the Effectiveness of DVRPC Programs and Projects: Proposed Recommendations”.

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

**NEW BUSINESS:**

Lorraine Brill announced that Skelly and Loy, Inc. is doing an assessment of 126 stone arch bridges in District 6-0. This information is available on the web at [www.pastonearch.org](http://www.pastonearch.org).

Linda Ingenthron stated that the RCC should keep tabs on what is happening on the Delaware River and with the port as dredging becomes an issue in the near future. She asked that the RCC invite a representative of DRPA to discuss the tram, various transportation projects, the interaction of the Philadelphia and Wilmington Ports, etc.