

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
APRIL 13, 2004**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of March 16, 2004 were approved as mailed.

CHAIRMAN'S REPORT:

Lorraine Brill, Vice Chair, reported on Board actions taken in March, 2004. She made particular mention of the RCC's diesel hybrid locomotive resolution, and JARC funding approval. Warren Strumpfer, Vice Chair, who chaired this meeting in Dennis Winters' absence, reported on the RTC's April, 2004 actions. In addition, Mr. Strumpfer noted that Camden and Gloucester Counties' newly installed reflective caution signs were particularly beneficial, and promoted the suggestion of a public education campaign for good land use.

Discussion then took place regarding the Joseph Powell comment at the last meeting about a "no growth" site on Roosevelt Blvd. that is now being developed for commercial use. It was explained that DVRPC does not designate "no growth" areas in any of its long-range plans. The Commission may designate open space or farmland preservation areas but nothing is defined as "no growth" since DVRPC does not have the authority to eliminate growth. Each municipality can and does authorize development through its planning and zoning boards. The Roosevelt Blvd. area is part of the city, which is designated for redevelopment and recentralization.

APPROVAL OF DELAWARE VALLEY SMART GROWTH CRITERIA:

Barry Seymour, DVRPC Assistant Executive Director, Regional Planning, reported that DVRPC staff has been working with a group of county, regional and state planners, developers, land use attorneys, environmentalists and non-profit organizations to develop a unified set of criteria for Smart Growth projects in the Delaware Valley region. The criteria have been formed as a set of questions which could be used for a regional Project Recognition Program. This program would create a jury that would review proposed projects against this criteria, and recognize those projects that meet the criteria as supported Smart Growth projects. By recognizing the value of proposed projects, the recognition program encourages developers, citizen groups, and elected officials to strive for and support smart growth.

The members of the jury and the specific structure of the recognition program have not been identified or developed at this time.

However, staff believes that the program criteria as developed reflect a positive set of guidelines for future development in the region and would serve to support and provide a more specific framework for new development that is consistent with the DVRPC Year 2025 Land Use and Transportation Plan.

Discussion: Ajay Creshkoff stated that each criteria and question should have a paragraph describing its operational pertinence. Net benefits should also be addressed. It was noted that the criteria, in and of themselves, cannot serve as enforcement since each municipality has development authority. The next step in this process will be to put together an alliance which will select the jury.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Lorraine Brill) to recommend that the DVRPC Board endorse the Delaware Valley Smart Growth Alliance Project Recognition Program Criteria as consistent with the goals and vision of the DVRPC Year 2025 Plan.

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

TIP ACTION PA03-50a: I-95/ Girard Point Bridge Over the Schuylkill River, Philadelphia; TIP Action PA03-50b: Route 291 / Governor Printz Boulevard, Delaware County; and TIP Action PA03-50c: Candidate Bridge Scoping, Various Counties, New Proposed Project:

Warren Strumpfer explained that PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding the \$8.360 million construction phase to the Girard Point Bridge project (MPMS #17605). The construction is ready to advance and the request is to program \$1.088 million federal Bridge/\$272,000 state Bridge in FY04, \$2.4 million federal Bridge/\$600,000 state Bridge in FY05, and \$3.2 million federal Bridge/\$800,000 state Bridge in FY06. The cash flow for this project would then be consistent with the FY05 TIP update programming for this project and would enable PENNDOT to authorize and let the construction bid during the spring of 2004. Design work for the project has been completed and will include replacement of expansion dams, deck and fatigue crack repair, as well as the total replacement of the drainage system on the bridge.

In addition, PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP with a \$300,000 final design phase in FY04 using state funds. This bridge over Darby Creek is located in Ridley Township and was originally programmed using state maintenance funds. Due to limited availability of state maintenance funds, the request is to add this project, Route 291/Governor Printz Boulevard Bridge (MPMS #47409) to the TIP using a different variety of state funds.

Finally, PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP, the Candidate Bridge Scoping project (MPMS #70462) using \$300,000 state Bridge funding. In an effort to reduce the lengthy project development process for the 34 bridges that are programmed in the Draft FY05 TIP update, PENNDOT is requesting to program \$300,000 to fund an environmental consultant to do preliminary design work for these projects. This would allow earlier advertisement for design consultants, assist project managers to better define the scope of services for each project, and would produce early environmental investigations and background research on said bridges so that bridge projects can get underway at the beginning of the upcoming federal fiscal year, October 1, 2004.

Discussion: It was noted that the Governor Printz Boulevard Bridge is part of the East Coast Greenway project. As such, John Boyle asked that PENNDOT ensures that any changes to the bridge be bicycle and pedestrian friendly. Elizabeth Schoonmaker, DVRPC TIP Manager, explained that these concerns have been passed on to PennDOT and the project manager.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action PA03-50a, PENNDOT's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding the construction phase to the Girard Point Bridge project (MPMS #17605) and programming \$1.088 million federal Bridge/\$272,000 state Bridge in FY04, \$2.4 million federal Bridge/\$600,000 state Bridge in FY05, and \$3.2 million federal Bridge/\$800,000 state Bridge in FY06; that the Board approve TIP Action PA03-50b, PENNDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding a new project, the Route 291/Governor Printz Boulevard bridge project (MPMS #47409), which will program a \$300,000 final design phase in FY04 using state funds; and that the Board approve TIP Action PA03-50c, PENNDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding a new project, the Candidate Bridge Scoping project (MPMS #70462), which will program a \$300,000 preliminary engineering phase in FY04 using state funds.

In addition, the RCC urges PennDOT to consider design in the latter two bridge projects that ensures safe bicycle and pedestrian access, and to address the Bicycle/Pedestrian Checklist, which can be found in Appendix J of Design Manual 1-A.

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

TIP ACTION PA03-51a: Market Street Elevated Reconstruction Program, SEPTA; and TIP Action PA03-51b: SMART Stations, SEPTA, New Proposed Project:

SEPTA has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania. SEPTA's request is to program an additional \$20.458 million in FY04 for construction. The original cost estimate for this project was a total of \$420 million, but due to a very competitive construction market, low bids for the construction contract have come in much higher than the original estimate, resulting in an overall \$147 million project increase which will be spread over several years. Adjustments to the project for fiscal years FY05-FY08 will be accounted for in the FY05 TIP update. The result of SEPTA's request would be a \$70.458 million FY04 construction phase (\$17.6 million federal Section 5307/\$38.767 million federal Section 5309/\$11.743 million state Capital Bond/\$2.348 million Local match). from completed corridor studies. Pavement marker installation was directly recommended as a priority program by county staff.

SEPTA has also requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project, the SMART Stations Project. The SMART Stations Project is an effort to improve passenger safety and security on the Market Frankford Line, the Broad Street Subway Line, and Subway/Surface Lines. The project will provide for the installation of the following: modern fire detection, reporting, and suppression equipment; security systems including emergency lighting, intrusion and robbery alarms; CCTV surveillance; audio visual public address systems; improved emergency exits and phones; and station lighting. The project would be funded with \$8.1 million state Act 26 funds/\$279,000 Local match in FY04. \$8 million of state and local match money will be programmed in both FY05 and FY06 in the FY05 TIP update. The project will be separated into two phases, with 21 stations included in the first phase and scheduled completion in 2008. Phase two consisting of 38 stations is scheduled for completion in 2010, with an estimated total construction cost of \$85 million for both Phase 1 and Phase 2.

Discussion: John Pawson emphasized the \$147 million increase in this SEPTA project, stating that estimates on the project should have been tighter.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Kay McKenna) to recommend that the DVRPC Board approve TIP Action PA03-51a, SEPTA's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006) by increasing the FY04 construction phase by \$20.458 million. The Market Street Elevated Reconstruction Program (MPMS #60281) will be programmed by reducing the FY04 federal Section 5309 funds by \$1.233 million and adding \$17.6 million federal Section 5307/\$3.408 million state Capital Bond/\$683,000 Local match in FY04 for construction. In addition, the RCC recommends that the Board approve TIP Action PA03-51b, SEPTA's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by

adding a new project, the SMART Stations project (MPMS #70691), which will be programmed with \$8.1 million state Act 26 funds/\$279,000 Local match in FY04.

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

TIP ACTION NJ04-09: Gloucester County Guiderail Safety Project, Gloucester County (New Proposed Project):

Gloucester County has requested that DVRPC amend the FY2004-2006 TIP for New Jersey by adding a new project into the TIP, programming a FY04 preliminary engineering phase for \$100,000 federal STP-STU funds. Gloucester County has 16 locations where county roadways either cross over or under the NJ Turnpike without actual access to the toll facility. When the turnpike was constructed in the 1960's, steel thrie beam guiderail and other dated appurtenances attached to the turnpike's parapets were installed and given to the county to maintain. The original installations are substandard and pose traffic safety hazards such as improper shielding for any errant vehicle as well as blunt and fixed object hazard. This project will provide for the design of 5 guiderails on the following roads: Tomlin Station Road, Ogden Station Road, Parkville Station Road, Elm Avenue, and Tanyard Road.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action NJ04-09, Gloucester County's request to amend the FY 2004 TIP for New Jersey (FY2004-2006) by adding a new project, the Gloucester County Guiderail Safety Project. This action programs \$100,000 STP-STU funds for a FY04 preliminary engineering phase, drawing down \$100,000 from the DVRPC Local Scoping Line item, DB #X80B.

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

ENDORSEMENT OF NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT) REVISED FUNCTIONAL CLASSIFICATION MAPS:

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

The system designates each section of roadway as being in one of several classes, starting with Interstates at the highest class, moving down to Principal and Minor Arterials, then to Collectors, and ending with Local roads. These classes are further defined as

being either Urban or Rural. Following each decennial census, FHWA requests that each state update the Urban Boundary line which demarcates the urban areas from the rural areas in the state. While this boundary is generally based on the Bureau of the Census's urbanized areas, the states, in cooperation with the MPOs, are permitted to smooth the boundary line to meet the objectives of the highway classification system. DVRPC, working with its member counties, adopted a new Urban Boundary line in May 2003.

Based on the new Urban Boundary line, many of the roads must be reclassified. Since this effort already requires a significant systematic review, the states expand the exercise to include a complete review of the functional classification of all roads in each county. In making changes to the system, FHWA requires that the mileage in various classes be within certain percentage ranges.

NJDOT hired Michael Baker, Inc. to assist the department and the counties in this exercise and asked DVRPC to coordinate the effort in our region. In a departure from past practice, DVRPC argued for and won the right to balance the classes at the region level rather than the county level. Furthermore, staff pushed for the greatest accuracy in accounting for local street mileage, since this would raise the base upon which the percentages are calculated. The significance of this is that it would allow greater mileage to be assigned to the higher classes of roads, including those considered the federal-aid system (any road above Rural Minor Collector). Greater mileage in these classes translates into the State receiving a greater share of apportioned federal highway funds.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by John Nawn) to recommend that the DVRPC Board approve the New Jersey Department of Transportation's revised functional classification maps.

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

PENNSYLVANIA PUBLIC TRANSIT ASSOCIATION (PPTA) FUNDING PROPOSAL:

Dr. Don Shanis, DVRPC Assistant Executive Director, Transportation Planning, noted that the Pennsylvania Public Transportation Association (PPTA) has developed a funding proposal for the Commonwealth of Pennsylvania's 74 transit systems. The proposal results from a current funding crisis among the state's transit systems and is intended to afford transit service stabilization and a state of good repair.

Currently, the Commonwealth of Pennsylvania is the primary funding source for public transportation agencies. Over time, funding has not kept pace with inflation and public transit providers may be forced to take cost-cutting actions, such as eliminating service.

The centerpiece of the PPTA funding proposal is a dedicated funding program of \$250 million annually. In a February 13, 2004 letter, the Southeastern Pennsylvania Transportation Authority (SEPTA) transmitted a copy of the funding proposal to DVRPC and requested that DVRPC offer its support of the proposal.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by John Boyle) to note to the DVRPC Board that the RCC is not of one mind with regard to the Pennsylvania Public Transit Association (PPTA) Funding Proposal. The committee needs more time to investigate this issue and urges the DVRPC Board to take its time as well before taking action. The RCC believes that it would be valuable to check out how other regions are dealing with this funding dilemma.

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

RESOLUTION RE: NJ TRANSIT BUS TO WILDWOOD:

Warren Strumpfer reported that the Transportation Subcommittee had reviewed concerns about route changes to NJ Transit's 316 bus to Wildwood. Service from Camden, which was cut in 2002, forcing Camden residents to travel to either Philadelphia or Avandale to get to Wildwood, and thus greatly increasing the time it took to make the trip. The discussion brought to light several other issues that the subcommittee feels that NJ Transit should address.

Tom Gurick, DVRPC Board Chair and Camden County Freeholder, addressed the RCC on this matter, stating that he fully supports the subcommittee's action. He remembers going to Wildwood by bus with his mother years ago and hopes that children today can have this experience, it only makes logistical sense to urge NJ Transit to reconnect the 316 line. This action has significance for a large number of people.

Eve Charles, Mr. Gurick's assistant, noted that she has been dealing with this issue because of a citizen, Larry Geltzer. She urged improved transit connections; the need for better facilities at Avandale; and better scheduling.

Discussion: The RCC voiced its feeling that NJ Transit treats South Jersey like a step-child.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Creighton Rabs) to recommend that the DVRPC Board approve and forward the following request to NJ Transit:

NJ Transit is making a real effort to make the River Line usable by modifying connecting busses. The agency has already modified two bus routes to better serve the River Line stations. However, the South Jersey transit system needs to be considered as a whole. It is important to facilitate connections between all lines. Therefore, the RCC requests that NJ Transit review all schedules to ensure that bus connections at PATCO stations are compatible with the PATCO schedule.

With the opening of the River Line and in anticipation of summer traffic to Wildwood, we urge NJ Transit to resume service to Walter Rand Transportation Center in Camden for the 316 bus line to Wildwood. This bus currently passes the Camden Transportation Center on its way to and from Philadelphia, but does not stop for passengers.

Finally, the RCC asks that transfer points at Park and Ride lots, such as Avandale Transportation Center, offer restroom facilities, adequate bus shelters and security measures for riders.

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

AUTHORIZATION TO CONDUCT PUBLIC COMMENT OUTREACH ON DRAFT 2005 DVRPC TIP FOR PA AND NJ; AND AMENDMENTS TO THE DVRPC YEAR 2025 LAND USE AND TRANSPORTATION PLAN FOR THE DELAWARE VALLEY:

Elizabeth Schoonmaker explained that federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. Every other year DVRPC develops a TIP that covers both state portions of the region (the New Jersey portion is done every year). Work began in September 2003 on the development of the FY 2005-2007 TIP for the New Jersey portion of the region and the FY 2005-2008 TIP for the Pennsylvania portion of the region.

DVRPC needs to adopt the 2005 TIP no later than the June Board meeting so that the states can submit their 2005 Statewide Transportation Improvement Programs to the federal agencies for review and approval before the end of the federal fiscal year.

In the process of developing the draft TIP, staff identified four highway studies in the Horizons 2025 Plan that have produced elements that are entering the project development phase or have scopes that are more clearly defined. Staff recommends that these be put forward as plan amendments: I-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening; PA Turnpike from West of Valley Forge to

East of Exton Widening; and Chester City Access Improvements

Staff recommends that the DVRPC Board authorize a 30-day comment period to allow further comment on the draft TIP and Plan Amendment documents by the public and other agencies. The draft documents will be available for public review by May 5th, with the public comment period running through June 6th. Following this 30-day public comment period, staff and the PA and NJ Subcommittees of the RTC will review the comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final TIP and plan amendments.

Discussion: Ajay Creshkoff asked that the public notice include a matrix that shows how the 2025 Plan amendments will affect the Plan goals. Chick Dougherty explained that a Plan consistency matrix will be completed.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Nawn, seconded by Lorraine Brill) to recommend that the DVRPC Board authorize staff to open a 30-day public comment period for the purpose of gathering public and agency comments on the draft 2005 Transportation Improvement Program (TIP) for New Jersey (FY2005-2007) and for Pennsylvania (FY2005-2008), and for amendments to the 2025 *Horizons* Long Range Plan; to issue proper public notification, to publish the draft TIP and Plan Amendments on the Internet, to make copies available at certain public libraries, and to hold public meetings in New Jersey and Pennsylvania.

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

NJ TRANSPORTATION ENHANCEMENTS (TE) PROGRAM, 2004:

James Resta, DVRPC Transportation Planner, and Jacob Mallikal, DVRPC Project Implementation Coordinator, explained that the TE Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law (ISTEA and TEA-21) require states to set aside 10% of their federal Surface Transportation Program funds for the TE Program. While Pennsylvania and New Jersey conduct slightly different programs, DVRPC is closely involved in each project selection process.

As part of the TE selection process for New Jersey, DVRPC is represented on the New Jersey DOT Advisory Committee. As a member of the committee, one of the roles DVRPC plays is to evaluate and apply a set of selection criteria to all candidate projects within the New Jersey portion of the DVRPC region. The selection criteria form a basis for

ranking the projects and making recommendations to the Advisory Committee.

In the 2004 TE Program, 43 applications in the DVRPC portion of New Jersey were submitted to New Jersey DOT. DVRPC staff visited each project location and evaluated the project based on the criteria established by New Jersey DOT. The ranked list of projects is to be sent to the Commissioner of Transportation for approval. The Advisory Committee meeting at NJDOT to review applications and rankings is scheduled for April 27, 2004.

Discussion: Mr. Mallikal stated that NJDOT forgot to notify DVRPC about the TE deadline, thus placing a time constraint on the review process. Mr. Dougherty noted that there needs to be more involvement in the NJ process by the MPO. This issue will be on the DVRPC Board Policy Committee agenda; the meeting is scheduled for April 15, 2004.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Kay McKenna) to approve forwarding the recommended list of TE projects to the DVRPC Board. However, the RCC urges a change in the New Jersey TE process to allow the MPO and citizens more effective input.

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

RESOLUTION RE: RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD:

Sue Herman explained the potential use of rail to transport stone from Bucks County quarries. She also distributed her own letter to Representative David Steil that addressed similar issues relating to the re-opening of Swamp Road and the large number of quarry trucks in Central Bucks County. Ms. Herman noted her attendance at the Surface Transportation Board hearing. The committee discussed at length the best procedure to have these opinions heard.

Discussion: John Pawson will present this request at DVRPC's Goods Movement Committee meeting in April. Sue Herman's letter and an article entitled "Backhaul Bonanza" will be distributed as background material.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to forward the following resolution to the DVRPC Board for action:

Transporting stone by trucks from the Bucks County quarries creates dangers on the present highway routes. Complaints from the community are frequently heard regarding the impact of the current routes to their public safety. The trucks also create wear and tear on light-duty roads. The RCC proposes that the potential rail carriers concerned create an alternate rail route that takes most of the truck movement off the highway and onto the rails using existing rail lines and technologies. The RCC believes this idea has great merit, and we urge DVRPC to encourage these carriers to submit a proposal for moving the aggregate by rail.

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

SUBCOMMITTEE REPORT:

Transportation Subcommittee: John Pawson asked that Andrew Cassell, Inquirer reporter who has been booked for the September RCC meeting, be moved up as speaker to the RCC's special August meeting. Candace Snyder will follow up on this request.

DVRPC CONGESTION MANAGEMENT SYSTEM (CMS) METHODOLOGY:

Zoe Neaderland, DVRPC Senior Transportation Planner, will address the RCC's Transportation Subcommittee in May, on the CMS Methodology. Ms. Neaderland noted that a small technical advisory committee on CMS will be formed and an RCC representative will be needed. John Nawn volunteered for this position, with Larry Shaeffer to serve as alternate.