

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JULY 20, 2004**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of June 15, 2004 were approved with the following addition to page 9:

Hometown Streets and Safe Routes to School:

Jacob Mallikal, DVRPC Project Implementation Coordinator, announced that a new category of funding is available for a program called Hometown Streets and Safe Routes to School, which can be used for projects that enhance quality of life and encourage kids to walk to school, such as creating sidewalks. This is a four-year program with about \$16 million allotted for this region. A subcommittee will be created to determine how the money will be allocated. Dennis Winters volunteered as RCC representative to this subcommittee. A workshop will be held for municipalities in July and applications will be due by August 1, 2004.

RTC REPORT:

Warren Strumpfer, RTC representative, expressed his thanks and the thanks of other RCC members who were DVRPC's guests at the June 16th Destination 2030 Transit Forum. He also reviewed Jack Lettiere's remarks and referred RCC members to his notes which are part of the Transportation Subcommittee minutes. Mr. Strumpfer noted that he corrected the RTC minutes in which he discussed the Route 30 Corridor Study and agreed with John Matheussen's comments regarding regional transit planning.

REGIONAL TRANSIT PLANNING:

Mr. Strumpfer and Candace Snyder, DVRPC's Public Affairs Director, referred RCC members to the Transportation Subcommittee minutes which outlined an idea for a special meeting to bring the region's transit leaders together to discuss synergy between the agencies and building a regional transit system.

(NOTE: The issue of holding a special meeting to focus on coordination between NJ Transit, SEPTA and DRPA was taken to John Coscia, DVRPC Executive Director, for his approval. He felt that this was such an important issue that it should be undertaken by DVRPC staff to ensure that the proper transit officials were in attendance and that more time was needed to put this in place. DVRPC Transportation staff, working with the RCC and RTC, will coordinate a special meeting to be held this fall to meet the subcommittee's goals.)

Discussion: Jim Farny stated that the region's legislators need to be part of the panel in order to support change. Mr. Strumpfer noted that a representative of the PUC should also be involved.

ACTION TAKEN BY COMMITTEE:

MOTION (by Ajay Creshkoff, seconded by Warren Strumpfer) ask that the DVRPC Board urge staff to pursue the RCC's idea of following up on the recent Year 2030 "The Future in Transit Forums" by scheduling a meeting this fall with top representatives of SEPTA, NJ Transit and DRPA/PATCO to discuss the coordination of transit on a regional basis. This meeting should be a joint effort of the RCC and RTC to ensure that the committees' ideas are incorporated and that the event is accessible to all.

The RCC also urges the Board to consider the following thoughts on the region's transit issue:

- Transit should be approached from a regional perspective, with a synergy between transit agencies in all states comprising an MPO. Borders should not mean a thing.
- The relationship between New Jersey/ New York transit agencies serves as a model of synergy that could be applied in this region.
- We can't afford to look at each mode of travel and operations separately. SEPTA, NJ Transit and DRPA/PATCO need to coordinate planning. Officials should look at transit-based trips from start to finish, and make sure all modes are compatible and convenient.
- We need to **focus on customer needs** to make transit more comparable to driving a car in terms of economy, convenience, and time, specifically:
 - A common ticketing system (like EZPass for transit) between all modes
 - A one-seat regional ride, eliminating the need for several transfers and higher cost to travel between states
 - Providing convenient, up-to-date information about the commute (delays, next bus/train, connections, etc) and information travelers need
 - Taking customers where they need to go, not just where operators THINK they need to go
 - Offer people what they get when they fly or drive.
 - Knocking down barriers and creating coordination between states and cities in our region will allow rail service to operate with the customer in mind.
 - Specific suggestions include:
 - Allowing buses to use official-use only lanes along highways like Route 42 to bypass gridlock. These are minimally used available resources.
 - The railroad right-of-way should be considered as part of the corridor study of Route 30 to promote development of this important and underutilized resource.
 - Re-appraise the park and ride concept in the future.

- Better marketing of transit system.
- Make transit more like riding in cars.

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

TIP ACTION PA03-58: FTA SECTION 5311 PROGRAM CAPITAL ASSISTANCE - CAPITAL TRAILWAYS INTERCITY BUS TERMINAL (MPMS #68546), MONTGOMERY COUNTY:

Mr. Strumpfer, Transportation Subcommittee Chair, reported that Montgomery County has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by programming funds for the Federal Transit Administration's Section 5311 Program (formerly Section 18) which would provide funds for the construction of an intercity bus terminal at the Norristown Transportation Center garage which is being constructed by SEPTA. Jointly sponsored by Capitol Trailways and Montgomery County, the intercity bus terminal would be programmed in FY04 for engineering (\$75,000) and construction (\$331,000) using \$325,000 Section 5311 funds/\$81,200 Local match provided through a combination of funds from Montgomery County and Capitol Trailways. 5 Bus berths, a ticket office, and an ADA compliant restroom would be included in the project. Funds would be authorized in FY04, but construction will not get underway until SEPTA completes its portion of the project (the garage) approximately 18 months from now. Participation in the program by private for-profit enterprises is encouraged.

Discussion: Creighton Rabs asked if this terminal will take the place of the one in King of Prussia. Ernest Cohen asked if Trailways service would remain the same. Elizabeth Schoonmaker discovered that all services currently offered in King of Prussia will be offered in Norristown. The King of Prussia location will remain open for the period of time necessary to avoid customer inconvenience and will then close. Any bus company may request a service contract with Capitol Trailways. Service will continue to Philadelphia, New York, Harrisburg, etc.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Miles Day) to recommend that the DVRPC Board approve TIP Action PA03-58, Montgomery County's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding funds into the TIP for the FTA's Section 5311 Program (MPMS #62150). This amendment will program a total of \$406,000 (\$325,000 Section 5311 funds/\$81,000 Local Match) in FY04.

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

TIP ACTION PA03-59A: ROUTE 29/ROUTE 113, FROM BLACK ROCK RD. TO HOPWOOD RD. (MPMS #71174), MONTGOMERY COUNTY:

PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP, the Route 29/Route 113 from Black Rock Rd. to Hopwood Rd. Signal and Roadway Improvement project (MPMS #71174) located in Upper Providence Township in Montgomery County. The project will be programmed with a locally funded \$890,000 FY04 Preliminary engineering phase. Additional turn lanes and signalized intersections on Rt 29 and Rt 113, and extended through lanes on Route 29 between the US Route 422 on/off ramps and the vicinity of Arcola Road are included in the project. The township's goal is to improve the access between Route 29 and State Route 113 via a new connector road through a planned commercial development. Current access between Rt. 29 and Route 113 runs through a residential neighborhood. A federal earmark will be sought for the estimated \$5.3 million construction phase in later fiscal years, and programming on the TIP now allows a PENNDOT project manager to be assigned.

Discussion: Dennis Winters voiced his concern that the RCC and bicyclists have asked PennDOT for years to design safe facilities for pedestrian and cyclists. It is time to be more forceful. The RCC also asked if this project was located in a growth area, which it is.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Cathy Zukoski) to recommend that the DVRPC Board approve TIP Action PA03-59a, PENNDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding a new project. The Route 29 / Route 113 from Black Rock Road to Hopwood Road Signal and Roadway Improvement project (MPMS #71174) will program a \$890,000 locally funded final design phase in FY04 . Acknowledge addition of this project to the newly adopted FY05 TIP, showing a \$5.3 million construction phase in later fiscal years. The RCC also urges PennDOT to incorporate design 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 C on voting record.)

TIP ACTION PA03-59B: I-76 OVER SCHUYLKILL RIVER (BRIDGE), PHILADELPHIA:

PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP, the I-76 Over Schuylkill River (Bridge) project (MPMS #71709) . \$500,000 State bridge funds will be programmed for a FY04 construction phase. Recent Inspections of the bridge revealed that load bearing members (connection angles and web plates) require immediate attention due to corrosion, and PENNDOT District has been authorized to use emergency bidding procedures.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the

DVRPC Board approve TIP Action PA03-59b, PENNDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding a new project. The I-76 Over the Schuylkill River (Bridge) project (MPMS #71709), will program a \$500,000 state funded construction phase in FY04.

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

TIP ACTION PA03-59C: PA 309, COMMERCE ROAD TO PENNSYLVANIA AVE. (2). (MPMS #64275), MONTGOMERY COUNTY:

PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by increasing the FY06 construction phase for the Route 309 Commerce Road to Pennsylvania Ave., Fort Washington Interchange project (MPMS #64275) by \$6 million federal highway funds (\$5.8 million NHS/\$1.2 million Toll Match), for a total FY06 construction phase of \$42.892 million. The additional funding is required to cover anticipated increased construction costs associated with placement of the temporary Norfolk Southern Railroad run-around structure over PA Route 309, placement of the permanent Norfolk Southern Railroad structure over PA Route 309, the replacement of the structure that carries PA Route 309 over SEPTA and Pennsylvania Avenue, and the construction engineering costs associated with these increases.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action PA03-59c, PENNDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by increasing the FY06 construction phase by \$6 million federal highway funds, acknowledging a 20% toll match for the PA 309 Commerce Road to Pennsylvania Fort Washington Interchange project (MPMS #64275).

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

DVRPC REVISED YEAR 2030 REGIONAL AND COUNTY EMPLOYMENT FORECASTS:

Kevin Adams, DVRPC Regional Information Analyst, reported that the Commission prepares and utilizes long-range population and employment forecasts as essential elements in all transportation and regional planning analysis, including area corridor studies, air quality modeling, and the long-range plan. Population forecasts for the year 2025 were last updated and adopted by the DVRPC Board in February 2002.

Employment forecasts to the year 2025 were also adopted in 2002, but were last revised in 1999. Federal regulations under TEA-21 require that the MPO maintain a 20-year planning horizon for all transportation planning activities, thus it is important that the forecasts be

revisited and extended to 2030.

The release of the U.S. Census Transportation Planning Package (CTTP) in 2003 with year 2000 municipal employment data presents an opportunity to review and revise the employment forecasts to assure that the most current and accurate data is used as the basis for the forecasts. Working with each member county planning staff, the municipal and county data for 2000 was reviewed and county forecasts were revised and extended to 2030, utilizing the year 2000 Census data as the new baseline year. These new county employment forecasts will form the control values for revised municipal employment forecasts, to be completed later this year.

The results show the revisions to the previously-adopted county employment forecasts. Based on the new year 2000 baseline data, in some cases the trend line for employment growth was accelerating, while in others the recent trends and revised forecasts now point towards a slowing of growth. Overall, the regional rate of employment growth has slowed somewhat from previous forecasts. While the previous forecasts saw the region reach total employment of 3.2 million in 2025, that number is now not reached until 2030. The table that was distributed to committee members showed the revised county and regional employment forecasts from 2000 to 2030, based on the year 2000 Census or an amended 2000 value, with the growth rates by decade and the total forecasted growth rate between 2000 and 2030. Upon adoption, these new county employment forecasts will be used by DVRPC to develop revised municipal employment forecasts to the year 2030.

Discussion: Ajay Creshkoff stated that DVRPC should try some independent thinking versus relying on trends. Such factors as the impact of globalization and the flow of immigration should be considered. The RCC felt that this would constitute a good Work Program project and will consider this. The 25 Year Task Force was asked to study this at its next meeting. Tom Ferguson felt that this issue needed to be restudied because of the many variables that can impact the results. The RCC questioned the accuracy of the projections in the past. Chick Dougherty, DVRPC Associate Director, Transportation Planning, explained that the forecasts are mandated by the federal government; the region must reach a consensus on these projections.

ACTION TAKEN BY COMMITTEE:

MOTION (by Tom Ferguson, seconded by Ernest Cohen) to recommend that the DVRPC Board not endorse the Year 2030 regional and county employment forecasts because the results are debatable.

MOTION FAILED.

ACTION TAKEN BY COMMITTEE:

MOTION (by Jim Farny, seconded by Ernest Cohen) to recommend that the DVRPC

Board approve the Year 2030 regional and county employment forecasts as recommended and utilize these values to develop municipal employment forecasts to the Year 2030. However, the RCC makes this recommendation with the understanding that the employment data will be reviewed every three years.

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

SELECTION OF A NEW JERSEY TRAVEL CORRIDOR FROM THE YEAR 2025 PLAN FOR FY 2005 STUDY:

Chick Dougherty noted that the DVRPC FY2005 Planning Work Program includes the project, "Year 2025 Plan Corridor Study - NJ (Project # 5-43-180)". A potential study corridor is to be recommended by the NJ Subcommittee of the RTC based on analyses performed by staff under another work program project, "New Jersey Problem Identification and Prioritization (Project # 4-47-080)" in last year's work program. Staff identified a number of remaining 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, pavement condition, accidents, and congestion levels was tabulated and mapped for each corridor for review by the subcommittee.

The recommendation of the NJ Subcommittee, to be presented on July 13 to the full RTC, is to advance the NJ Route 33 Corridor Study during FY2005. While the Year 2025 Plan indicated a corridor along I-295 extending through eastern Mercer County, the recommended corridor would focus on the section of Route 33 on either side of I-295 in Hamilton Township. DVRPC will coordinate its corridor study with NJDOT which plans to begin a Concept Development study this summer of the portion of Route 33 east of I-295 in Hamilton Township. The department would like to involve DVRPC in the public involvement action plan of their effort.

Discussion: RCC members pointed out that an analysis of accidents is needed, and that public involvement should be the first step in this process.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve the selection of the New Jersey Route 33 Corridor for study under the Year 2025 Plan Corridor Study - NJ project in the FY 2005 Planning Work Program (Project # 5-43-180).

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

JOB ACCESS AND REVERSE COMMUTE (JARC) UPDATE:

Karen Cilurso, DVRPC Regional Planner, reported that the JARC funding problem that was reported at last month's meeting had been resolved. A 30-day public comment period is not open on the Draft Plan Update. A public meeting was held last week in New Jersey with a second one planned to follow the RCC meeting today. All comments are due to staff by August 9th. The RCC's comments, however, will be considered whenever they are submitted. A new funding round has been announced. In another matter, Dennis Winters asked if the Rural Auto Purchase Program covered after-market costs. Ms. Cilurso will check.

SPECIAL AUGUST MEETING:

The RCC will hold a special meeting on Tuesday, August 10 at 12 Noon to deal with proposed FY 2006 Work Program projects; responses to the RCC's TIP Comments; JARC Plan Update Comments; and an issue raised by Joe DiMedio

PENN'S LANDING HELIPORT STUDY:

Roger Moog, DVRPC Manager, Office of Aviation Planning, updated the RCC on an issue that came up at the June Board meeting regarding the Penn's Landing Heliport. He stated that other heliport sites within the area include Wilmington and Trenton. He noted that since 1982, DVRPC has recommended a working heliport location for Center City Philadelphia. Sterling Helicopter has been operating on the pier at Penn's Landing for 20 years. The facility is now over capacity. They are opening a new facility in Bristol for maintenance, but this will not deal with the congestion issues in Center City, particularly those created by the police, Coast Guard, and media traffic. Sterling has proposed extending the pier to accommodate more traffic and larger helicopters. Philadelphia International is in favor of this proposal. Sterling received a preliminary estimate of \$10 million to extend the pier. The FAA has to date put no funding into any heliports in the entire northeast corridor. Both DVRPC staff and the Regional Aviation Committee feel that this facility should receive federal dollars.

An Environmental Assessment (EA) will be done by the Penn's Landing Corporation and will determine the impact of a pier extension on navigation in the river and on the airspace, as well as the noise impacts on neighbors. The EA will cost @\$300,000. The DVRPC Board endorsed this action, which was communicated to the FAA.

Discussion: RCC members questioned whether the public could be use helicopter service for tours.

DESTINATION 2030 LONG-RANGE PLAN DEVELOPMENT:

Michael Boyer, DVRPC Manager, Office of Long-Range Planning, announced that

DVRPC's current long-range plan is Horizons 2025, with Destination: 2030 to be adopted in June of 2005. Destination: 2030 will set forth a vision for the region and will be comprised of eight issue areas with goals, to be compiled into an Executive Summary next summer. To date, staff has completed the "What If" Scenarios, Year 2030 vision statements, the Destination 2030 Transit Forums, and a speakers bureau. Yet to come are the 2030 population forecasts, development of the land use and transportation plans, and additional public outreach. An aspirations plan and a financial plan will play a role in the long-range planning effort.

Discussion: Warren Strumpfer pointed out that a clarification of coordination between transit agencies should be included in the plan. Mr. Boyer pointed out that this is a policy issue that has been included. The results of the balloting for transit projects at the June 16th Transit Forum were discussed. Ajay Creshkoff questioned whether an implementation and outcome analysis would be done. Mr. Boyer explained that the "Rating the Region" and indicators will be redone in the coming year or two. Committee members emphasized the need to deal with security in the plan. Mr. Boyer also noted that non-attainment and air quality are the driving forces of the plan. Elaine Cohen pointed out that energy should play a role in the plan as well. Mr. Boyer pointed out that energy was consider in the "What If" Scenarios.

BICYCLING BY THE NUMBERS:

John Boyle, Bicycle Coalition of Greater Philadelphia, discussed the factors that "complete the streets", including sidewalks and bicycle lanes. He cited a number of facts that support bicycling and walking as alternative modes of travel. He also reviewed census numbers in the region's counties that show the percentage change in bicycle commuting since 1990. His presentation referenced DVRPC's household travel survey, hourly bicycle counts, path and trail usage, bicycle crashes, and funding levels. Mr. Boyle concluded his presentation by reviewing what needs to be done on the federal, state, regional and local levels. A copy of his slides will be included with the next RCC mailing.