

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
SEPTEMBER 15, 2004**

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of August 10, 2004 were approved as mailed.

**SPECIAL GUEST SPEAKER:**

Andrew Cassel, Philadelphia Inquirer reporter, served as special guest speaker and was introduced by Dennis Winters, RCC Chair. Mr. Cassel has been a newspaper writer and editor for more than 30 years. He began following business and economic news as an editor for The Miami Herald in 1982, and joined the Philadelphia Inquirer's business-news section in 1984. From 1987 to 1991 he was a national correspondent for the Inquirer, based in Chicago. Returning to Philadelphia in 1991, he covered banking and the regional economy, and in 1997 began writing a three-times-weekly column for the Business News section, called "The Economy." He has shared in several regional newspaper awards, and participated in fellowship programs here and in Asia. He grew up in the New York City suburbs and graduated from Dartmouth College in 1972.

Mr. Cassel stated that he writes a column that appears three times each week in The Inquirer's Business Section. He pointed out that he tried to provide a positive spin to regional issues, such as politics, business, and city issues. Under the subject of politics, Mr. Cassel stated that the region's vital role is apparent when calculating the number of times that President Bush has visited the state. And, national reporters have clarified the point that "as the Pennsylvania suburbs go, so goes the state, and so goes the nation" in the November, 2004 election.

In the area of business, Mr. Cassel noted that if USAir, the 7<sup>th</sup> largest airline in the country, is going to survive, then it is necessary to thrive in the Philadelphia market. Philadelphia, unlike Pittsburgh, is not just a hub for USAir, but also a destination and departure city of importance. He also explained that markets are volatile. It is incumbent upon politicians to try to temper their urge to predict the next market trend because they invariably fail. Public officials are inclined to favor the concerns of their constituents and not listen to the trendsetters that may influence the next factor in the market. Business is about creative destruction.

When asked about a pending energy shortage, Mr. Cassel stated that he believes "we will never run out of oil." In the global economy, if there is a shortage, oil will become so expensive that eventually no one will be able to afford it. The laws of supply and demand will kick in before energy can be depleted. The 1970s oil crisis triggered an upsurge in exploration for more oil, and a change in automobiles that meant more mileage per gallon. It has been shown that people adjust their habits when forced to.

In discussing the City of Philadelphia's tax structure, Mr. Cassel explained that city taxes are higher than those in most suburbs. City Line Ave. is a good example of this. In the 1990s, when the economy and growth were booming, the City was losing jobs. While schools, crime, etc., are also issues, it is apparent that the City needs to cut its costs to business or it won't be able to compete. The Tax Reform Commission found that phasing out the business privilege tax and lowering the wage tax would help.

However, the study proved to be dead in the water. The answer is to nurture a constituency that wants serious change. The business community has not been forceful enough in this matter.

Discussion then focused on how Mr. Cassel chooses his subject matter; convincing college students to remain the region; the economics of having the parking authority run by the city, the state, or by private enterprise; and slot profits. The RCC thanked Mr. Cassel for his remarks.

**RTC REPORT:**

Warren Strumpfer, RTC representative, reported that he expressed his gratitude that DVRPC was dealing with the coordination issue with transit agencies in a straightforward manner by initiating a memorandum of understanding, beginning with NJ Transit. He also informed the RTC that Al Tillotson of NJ Transit would be at the RCC's Transportation Subcommittee meeting on September 15<sup>th</sup>. Finally, he announced to the RCC that the RTC's PA and NJ Subcommittees would be meeting over the next few months on the Year 2030 Plan.

**REPORT OF COUNTY CAUCUSES FOR NOMINATING COMMITTEE:**

Serving on the RCC Nominating Committee and representing each county will be:

- Sue Herman, Bucks County
- John Burkhardt, Chester County
- John Nawn, Delaware County
- Bill Faltermayer, Montgomery County
- Cathy Zukoski, Philadelphia
- Joe DiMedio, Camden County
- Randy Belin, Burlington County

(Gloucester and Mercer counties do not have active members on the RCC.). John Nawn was chosen to serve as Nominating Committee Chair. The group will meet at 11 a.m. prior to the October 19<sup>th</sup> RCC meeting.

**TIP ACTION PA03-62a: US 202, JOHNSON HIGHWAY TO SWEDE ROAD (MPMS #63486), MONTGOMERY COUNTY:**

Mr. Strumpfer, Transportation Subcommittee Chair, reported that PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by increasing the right of way phase for this project. The request is to increase the FY06 right of way phase by \$9.4 million (\$7.520 million HWY/\$1.880 million State) and to shift a portion of the FY04 right of way phase from FY04 to FY05 (\$1.280 million HWY/\$320,000 State). Additional funds are needed as determined by a more refined estimate by the PENNDOT District 6 Right of Way Unit as the project progresses towards construction. The project limits will be edited to more accurately reflect scope: "Johnson Highway to Swede Road" will change to "Johnson Highway to Township Line Road."

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action PA03-62a, PENNDOT's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006) for US 202 by increasing the FY06 right-of-way phase by \$9.4 million (\$7.520 million HWY/\$1.880 million State) and shifting a portion of the FY04 right-of-way phase to FY05 (\$1.280 million HWY/\$320,000 State). The action also acknowledges refined project limits to more accurately reflect scope: "Johnson Highway to Swede Road" will change to "Johnson Highway to Township Line Road."

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

**TIP ACTION PA03-62b: US 202, SWEDE ROAD TO MORRIS ROAD (MPMS #63490), MONTGOMERY COUNTY:**

PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by increasing the right of way phase for this project by adding \$800,000 HWY/\$200,000 State in FY04, \$2 million HWY/\$500,000 State in FY05 and \$5.2 million HWY/\$1.3 million State in FY06. Additional funds are needed as determined by a more refined estimate by the PENNDOT District 6 Right of Way Unit as the project progresses towards construction. Further, this action removes DEMO funds from FY04 programming (\$2.8 million DEMO/\$700,000 State). The project limits shall also be further refined to more accurately reflect scope: "Swede Road to Morris Road" will change to "Township Line Road to Morris Road."

*Discussion: The RCC discussed its prior resolution against any widening of US 202. An alternative to building more lanes would be to encourage growth in areas near existing transit and infrastructure.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Warren Strumpfer, seconded by Creighton Rabs) to recommend that the

DVRPC Board approve TIP Action PA03-62b, PENNDOT's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006) US 202 by increasing the right-of-way phase for this project by adding \$800,000 HWY/\$200,000 State in FY04, \$2 million HWY/\$500,000 State in FY05 and \$5.2 million HWY/\$1.3 million State in FY06. Further, remove DEMO funds from FY04 programming (\$2.8 million DEMO/\$700,000 State).

This action also refines project limits to more accurately reflect scope: "Swede Road to Morris Road " will change to "Township Line Road to Morris Road."

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

**TIP ACTION PA03-62c: ROUTE 63 AND WOODHAVEN ROAD NOISEWALLS (MPMS #17663), PHILADELPHIA:**

PENNDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by increasing construction funding for the noisewall component of this project by adding \$6 million specially earmarked state noisewall demonstration monies in FY04. This roadway "betterment" project provides for the restoration of Woodhaven Road from the Bucks County Line near Bensalem/Cornwell Heights westward to Evans Street just west of Route 1 in Philadelphia (and is not the larger Woodhaven Road Extension project.) Noisewalls would be constructed within the project limits.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action PA03-62c, PENNDOT's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006) by increasing the FY04 construction phase for Route 63 and Woodhaven Road Noisewalls by \$6 million in State funds.

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

**TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE (TCDI) 2004 PROJECT SELECTION:**

Karen Cilurso, DVRPC Regional Planner, explained 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 44 proposals, representing 41 municipalities in all nine counties, were submitted by the July 23, 2004 deadline for applications. There were 16 proposals in New Jersey, requesting a total of \$944,400, with \$500,000 available.

In Pennsylvania, there were a total of 28 proposals, requesting a total of \$1,742,966, 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. That list is offered to the Board for consideration. Upon selection, applicants will contract directly with DVRPC.

The RCC has two representatives on the TCDI committee: John Nawn and Warren Strumpfer.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board approve funding for the projects selected by the TCDI Review Committees under the Transportation and Community Development Initiative and authorize the Executive Director to enter into a contract for each approved project.

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

**DVRPC FY 2005 WORK PROGRAM AMENDMENTS:**

**Cramer Hill/Pennsauken Waterfront Access:**

Dr. Don Shanis, DVRPC Assistant Executive Director, Transportation Planning Division, explained that the New Jersey Department of Transportation is conducting a traffic study for the Cramer Hill redevelopment project in the City of Camden and Pennsauken Township. NJDOT has requested DVRPC to prepare 2016 and 2030 traffic forecasts for existing facilities and proposed highway and public transit improvements. These forecasts are needed to recommend and design the required improvements. The project will be completed in two phases. Phase I will prepare preliminary forecasts for the proposed Cooper River Bridge. Phase II will develop detailed projections for the No-build and up to four build alternatives.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Lorraine Brill) to recommend that the DVRPC Board amend the DVRPC Fiscal Year 2005 Planning Work Program to include the Cramer Hill / Pennsauken Waterfront Access project.

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

### **County Line Road Traffic Study:**

PENNDOT and its consultants (McCormick Taylor) are preparing designs for a four-lane County Line Road section between Lower State Road and US 202 in Montgomery and Bucks Counties. PENNDOT has requested that DVRPC provide opening year (2010) and design year (2030) traffic forecasts and other modeling services for this project. Traffic forecasts will be prepared both with and without the proposed US 202 section 700 Expressway. This project will be initiated in FY 2005 and completed in FY 2006.

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

***MOTION*** (by John Pawson, seconded by Ernest Cohen) to recommend that the DVRPC Board amend the DVRPC Fiscal Year 2005 Planning Work Program to include the County Line Road Traffic Study.

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

### **Transportation Needs Assessment and Financial Plan - PA:**

As state and federal funding becomes more and more constrained, DVRPC must have a better understanding of the total capital and operating needs of the transportation system and the resources available for improvements. Various agencies are seeking to identify better methods for funding transportation. DVRPC has been deeply involved with PennDOT over the past decade in the development of the Statewide Financial Guidance for the TIP, but this effort only focuses on current traditional funding. FHWA has a team focusing on innovative finance, while special interest groups pursue flexing of funds from highway to transit/bike/pedestrian projects, though they often overstate the case for "flex". Other regions around the country have used special taxes and fees to finance transportation improvements, but most are not used in this state or region.

This study will enable DVRPC to employ an independent consultant to examine the long term needs of the highway and transit systems and to conduct in depth research of all current revenue sources, their basis in state and federal legislation, and the reporting mechanisms used to track these funds. The research will also identify the funding mechanisms used in other states and how they might be employed in this state and region. The study will take 18 months and will focus on Pennsylvania, but should have certain relevance to New Jersey. It will also provide results for future Transportation Improvement Program (TIP) updates and Long Range Plan efforts. In addition, the findings and recommendations of the study should provide an action plan for DVRPC to initiate efforts in the legislative and executive processes to implement changes to transportation funding in the near term.

### **Transportation Safety Programs:**

This program will coordinate, oversee and monitor transportation safety and safety-conscious planning programs in the DVRPC region. While transportation safety measures have consistently been addressed and implemented into many DVRPC projects, there is a growing need to develop a program that coordinates and advances all efforts in this arena, especially as safety becomes a priority for the federal government and its transportation initiatives under Safety Conscious Planning. This program will allow staff to focus more specifically on reducing crashes and the number of injuries and fatalities, as it relates to the region overall, while developing the foundation to initiate several new, safety-specific projects and directions.

This first phase of this project would enable staff to accomplish three main objectives, in order to prepare for more specific implementation of a safety-focused program(s) in subsequent years: establish a task force of appropriate professionals to offer guidance and direction; research and summarize other successful programs both nationally and locally; and compile and offer access to a reference library of safety programs, efforts and issues in the DVRPC region. All components of a successful safety campaign(s) will be considered, including the technical, marketing and human behavioral aspects of such a program(s).

### **Delaware Valley Freight Corridors Study:**

DVRPC's freight advisory committee, the Delaware Valley Goods Movement Task Force, has recommended that the region identify principal north-south and east-west freight corridors to improve the speed, reliability, and throughput of cargo shipments. A corridor approach to freight planning has been successfully applied in several well-documented cases throughout the country. Using various data sources and participatory field views, this study will identify the freight corridors, estimate future transportation demand and capacity needs, develop a policy and capital improvement program to address bottlenecks, and build coalitions with adjacent regions and states. This is an 18-month project which will span parts of FY 2005 and FY 2006.

*Discussion: Dr. Shanis explained that Pennsylvania has a reserve of PL funds that are being released in part to cover these projects, as well as the Smart Growth Work Program Amendment that Rich Bickel will discuss later. Roxane Shinn asked a number of general questions, including:*

- 1. Are there additional funds available for these projects, or are they replacing others?*
- 2. If replacing, what projects will be dropped?*
- 3. If new funds are available, what is the source of the funds?*
- 4. Did any government groups other than NJDOT or PENNDOT advocate any of*

*these projects?*

*5. How does DVRPC rank each these projects relative to others already included in the 05 Work Plan?*

*In addition, she asked specific questions about each project, which will be forwarded to staff for follow-up.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Warren Strumpfer, seconded by Bill Faltermayer) to recommend that the DVRPC Board amend the FY2005 DVRPC Planning Work Program to include the Transportation Needs Assessment and Financial Analysis in Pennsylvania, the Transportation Safety Program, and the Delaware Valley Freight Corridors Study. The RCC encourages New Jersey to contribute funds and to participate in the first two programs listed above.

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

**Delaware Valley Smart Growth Alliance Support:**

Richard Bickel, DVRPC Deputy Director, Regional Planning Division, explained 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. On April 22, 2004 the DVRPC Board endorsed the criteria as consistent and supportive of the DVRPC Year 2025 Plan and policies.

Action is now requested to amend the FY2005 Work Program to add a project to support continued DVRPC staff participation in the Delaware Valley Smart Growth Alliance Steering Committee, and to provide financial support to the Alliance for the operation of the smart growth jury and recognition program.

Funding would be from PENNDOT in the amount of \$20,000 from Supplemental PL, with Toll Credit Match. DVRPC would subcontract with the Urban Land Institute, the financial agent for the program, in the amount of \$10,000 and monitor all work and products of the Alliance. Other project sponsors include the states of New Jersey and Delaware, the Urban Land Institute, and several foundations.

*Discussion: Ajay Creshkoff stressed that the criteria should evolve or change over time.*

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Ernest Cohen, seconded by Jim Farny) to recommend that the DVRPC Board amend the FY2005 DVRPC Work Program to add the Delaware Valley Smart Growth Alliance Support project.

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

**NEW JERSEY TRANSIT/DVRPC MEMORANDUM OF UNDERSTANDING (MOU) ON TRANSPORTATION PLANNING PROCEDURES:**

Dr. Shanis explained that DVRPC, in cooperation with North Jersey Transportation Planning Authority, South Jersey Transportation Planning Organization (MPOs) and New Jersey Transit (NJ Transit) have drafted a Memorandum of Understanding (MOU) which addresses cooperative procedure for carrying out transportation planning and programming.

This MOU meets Federal Transit Administration (FTA) regulations specifying cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and programming. This entails reciprocal roles and responsibilities for the MPOs and NJ Transit system planning, including: development of population, employment and land use forecasts; transit system planning studies to sustain and ensure integrity of transit operations; consistent travel demand modeling in order for projects to retain Federal eligibility; and agreed upon staged evaluation process for transit project process prioritization.

Transit projects derived from system planning to meet specific needs are also covered by this MOU. These include roles and responsibilities for MPO approvals for project inclusion on the Transportation Improvement Program (TIP) to maintain eligibility; mutual participation and oversight on advancing projects through planning steps such as transit concepts and Alternative Analysis, modeling forecasts; and public outreach. Transit environmental planning and review is also included as part of the Federal grant application process for transit projects. These roles and responsibilities include: assistance with Environmental Assessments (EA), Draft Environmental Impact Statements (DEIS) and other MPO planning programs; public outreach to insure compliance with Federal and state laws and regulations; and provide briefings and opportunities from MPO members. All of the steps outlined in the MOU ensure that the planning process between the MPOs and NJ Transit is consistent, cooperative and in conformance with Federal and State regulations.

*Discussion: Warren Strumpfer thanked Dr. Shanis for taking the lead in this effort. He questioned whether future MOU's would be forthcoming with SEPTA and DRPA/PATCO. Dr. Shanis noted that this was the ultimate goal.*

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by Ernest Cohen) to recommend that the DVRPC Board approve the New Jersey Transit / MPO Memorandum Of Understanding on Transportation Planning Procedures.

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

**JOB ACCESS AND REVERSE COMMUTE (JARC) UPDATE:**

Mr. Bickel stated that the Job Access and Reverse Commute (JARC) program is operating under “continuing resolutions” because of an impasse over the extension of funding through TEA-21. The resolution could be that JARC becomes a “formula program” versus an “earmark program” in the future. If so, New Jersey would benefit while Pennsylvania might lose some dollars. There had been some concern that the state match funds were threatened. Because of declining welfare roles, the Labor Department had cut the match fund availability. When Pennsylvania approved the gambling legislation, the Commonwealth also passed a law to change the match to be state funded at 100%. A meeting is planned here on September 17<sup>th</sup> between the three MPOs to discuss JARC funding with NJ Transit. There appears to be no long-term solution at the moment. Senate Bill 1162 has been proposed to put in a longer term “fix” for the match. Dennis Winters expressed his hope that DVRPC’s staff was utilizing the environmental justice community to support this legislation.

Mr. Bickel announced that in October, the Areawide JARC Transportation Plan, as revised by public comments, will be back for review. Strategies will be used to evaluate the next round of projects. Solicitation for a new round of JARC projects will take place in November, with recommendations going to the DVRPC Board in January, 2005. Ernest Cohen serves as the RCC representative to the JARC committee.

**NEW JERSEY TRANSPORTATION ENHANCEMENTS (TE) 2004 ROUND:**

Jacob Mallikal, DVRPC Project Implementation Coordinator, stated that NJDOT has awarded \$3.425 million in highway TE funds for the DVRPC region. A regional competition began in December, 2003, with applications due in February, 2004. Since the TE Program in New Jersey occurs at the state level, the Statewide TE Advisory Committee recommends projects to the DOT Commissioners. The Advisory Committee, which is comprised of NJDOT staff, NJDEP, Local Aid, each of the three MPO’s, and other interest groups, is charged with reviewing submitted projects and recommending a short list of projects for consideration. The projects that were approved by NJDOT were provided to the RCC with Camden County having five projects; Gloucester County with two; and Mercer County with one.

Mr. Mallikal reported that a letter has been written to NJDOT asking that the New Jersey TE

process be more inclusive, like Pennsylvania's. NJDOT responded that they are willing to discuss this.

### **DVRPC DRAFT FY 2006 WORK PROGRAM:**

John Griffies, DVRPC Contracts Manager, presented a schedule for the Draft DVRPC FY 2006 Work Program which calls for meetings to begin this month to review proposed projects, with prioritization to take place almost immediately, and voting on projects slated for October. Several committee members noticed that this schedule seems to be even tighter than in past years. The RCC had submitted eight proposed projects last month and are now being asked to prioritize these immediately. Candace Snyder, DVRPC Director of Public Affairs, pointed out that this rush to review projects was what the committee had tried to avoid. However, with this schedule, it is now necessary to poll the committee via another mailing to rank their eight projects. She asked Mr. Griffies to provide all of the other proposed projects submitted by committees and staff as soon as possible so that the RCC could rank these as well.

Tom Cooper asked that his opposition to the Rail Restoration project, which was among those not chosen last year, be recorded in the minutes. He feels that there is no shortage of rail capacity.

### **SUBCOMMITTEE REPORTS:**

**25-Year Task Force:** Ernest Cohen reported that his committee report was available in writing and included comments on the River Link Ferry, SEPTA, and Energy, as well as an article on "The End of Oil."

**Transportation Subcommittee:** Mr. Strumpfer noted that the subcommittee had met prior to the RCC meeting and had heard remarks by Al Tillotson, Director of Market Analysis and Pricing for NJ Transit. Mr. Tillotson addressed fare structure elements, markets, fare zones, core ticket types, and trends in ridership. He explained that NJ Transit's budget is \$1.4 billion annually; that fare income constitutes about \$600 - 700 million; and that approximately 7 million people are served. Copies of this slides will be included in the next mailing. Mr. Stumpfer also mentioned that the subcommittee is working on a rebuttal to responses to the TIP comments.

### **OTHER BUSINESS:**

The Congestion Management System (CMS) Update - Draft Memoranda, which were slated as action items, were tabled.

Lynn McConville brought up the topic of billboard locations being targeted in response to the new slot campaign. She questioned whether DVRPC is looking at the placement of slots and how this may impact land use and transportation usage.

Heather Winett stated that the City of Philadelphia has opened a public comment period on its intention to submit a proposal to develop an Open Space Plan. She encouraged the committee to get involved.

Tom Ferguson brought up his concern that there needs to be an effort to bring in young people and to encourage them to get involved in the committee and in planning.

Ms. Snyder announced that DVRPC's Environmental Justice and Public Involvement Conference is planned for September 29 - 30 at the Convention Center.