

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JUNE 15, 2005**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of May 17, 2005 were approved as mailed.

CHAIRMAN'S REPORT:

Dennis Winters, Chair, reported that he had been given a mandate at the recent Transportation Subcommittee meeting to move the meetings in a more expeditious manner. He will, therefore, allow ten minutes of discussion following each action item if needed and rule anyone out of order who is repetitious. A timer will be used, if necessary. He also noted that better attendance is needed at the subcommittees, and if questions arise that should have been addressed at the subcommittee level, he will also rule those out of order.

Mr. Winters noted that Ernest Cohen had resigned as Chair of the 2030 Task Force due to health issues. Mr. Winters had asked John Pawson to serve as Chair of that task force but had then remembered that it is up to the subcommittee to elect its own chair. He asked that members of this group seriously consider Mr. Pawson because of his long history and knowledge in this area. The 2030 Task Force will meet at 11 a.m. prior to the July 19th RCC meeting.

Mr. Winters then provided an update on the meeting held with Dr. Don Shanis, DVRPC's Assistant Executive Director for Transportation Planning, Candace Snyder, DVRPC Director of Public Affairs, Warren Strumpfer and himself to discuss bicycle/pedestrian issues and how the RCC can best express its concerns in this regard. Out of this meeting came three efforts: a spring, 2006 workshop coordinated by Dr. Shanis and the RCC to examine contest sensitive design and bicycle/pedestrian issues; interaction between the RCC and the bike/ped coordinators of NJDOT and PennDOT; and a meeting to be scheduled with John Coscia (Executive Director), Dr. Shanis, Barry Seymour (Assistant Executive Director for Regional Planning), Ms. Snyder, Mr. Winters, Warren Strumpfer and Karen Friedman to discuss Board/staff response to the committee.

APPROVAL TO "FLEX" FEDERAL HIGHWAY FUNDS TO SEPTA:

Charles Dougherty, DVRPC Associate Director, Transportation Planning, explained that Pennsylvania Governor Rendell announced a plan to maintain transit service statewide through December 31, 2006 through the flexing of federal highway dollars. This plan was to be implemented only in the event that there was no action by the General Assembly to provide stable and adequate funding for transit. The Governor directed that \$344 million be set aside for potential flexing to transit operators statewide. As part of the Governor's proposal, PennDOT collected data from each transit operator in the state to determine their projected unfunded operating deficits for the next 18 months. Data was also collected on the critical transit capital needs that impact their operating costs over that same period. Based on this analysis, PennDOT has determined that SEPTA's needs are as follows:

For the 12 month period July 1, 2005 to June 30, 2006:

Preventative Maintenance Eligible	\$92.100 M
Welfare to Work PM Eligible	4.100 M

Capital Flex Needs Veh./Veh. Maint.	<u>\$34.300 M</u>
Total	\$130.500 M

For the 6 month period July 1, 2006 to December 31, 2006:

Preventative Maintenance Eligible	\$65.450 M
Welfare to Work PM Eligible	\$ 2.050 M
Capital Flex Needs Veh./Veh. Maint.	<u>\$17.500 M</u>
Total	\$ 85.000 M

Grand Total	\$215.500 M
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On behalf of the Governor, PennDOT Secretary Allen Biehler has requested that DVRPC take the first step in the flexing process by amending the FY2005 Transportation Improvement Program for PA (FY2005-FY2008) to include all of the above funds designated for this region. PennDOT's request recommends adding two new projects to the FY2005 TIP for PA: "SEPTA Preventive Maintenance 2006" for \$163.700 million in FY06; and, "SEPTA Vehicle Overhaul Program 2006" for \$51.800 million in FY06.

It should be noted that the SEPTA FY2005-2006 Operating Budget (for the period July 1, 2005 to June 30, 2006) anticipates additional state funding totaling \$92.100 million, and that SEPTA projects a need for an additional \$65.450 million for the first half of their FY2006-2007 Operating Budget (for the period July 1, 2006 to December 31, 2006). Without these additional funds, SEPTA says that major fare increases and significant service reductions will be necessary. The SEPTA Board will be voting on the FY2005-2006 Operating Budget the afternoon of the DVRPC Board meeting, at which time it would like assurance that this additional funding is forthcoming. Once the DVRPC Board approves a request to program federal highway funds in the TIP for use by a transit operator, PennDOT will notify FHWA to transfer the funds to FTA. The act of transferring the funds from one agency to the other is referred to as "flexing." SEPTA would then submit a grant application to FTA requesting funding for these projects.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Lorraine Brill) to recommend that the DVRPC Board approve the flexing of \$215,500,000 in federal highway funds to SEPTA, as per the Governor's plan. The RCC also asks the DVRPC Board urge the Pennsylvania Executive and Legislative branches to promptly create a transit funding plan assuring adequate and predictable funding throughout the state in future years.

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

TIP ACTION PA05-32a: I-76 CORRIDOR TRANSPORTATION SYSTEM MANAGEMENT IMPROVEMENTS:

On behalf of Warren Strumpfer, who was not present, Mr. Winters reported that PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the I-76 Corridor Transportation System Management (TSM) improvement project, using \$280,000 CMAQ/\$70,000 State match in FY05 and \$520,000 CMAQ/\$130,000 State match in FY06 for utility phases. This project will provide for the installation of fiber optic cable in order to provide high speed communications as an outgrowth of ongoing efforts to develop a strategic ITS deployment

plan for the Schuylkill Expressway between I-676 and the PA Turnpike (I-276). This project will build on work initiated under the ITS Schuylkill Expressway Corridor project (TIP #0581 and MPMS #51095) which were the initial planning phases. The purpose of the overall I-76 Schuylkill Expressway Corridor ITS project is to improve traffic management and congestion mitigation in the event of an incident on the Schuylkill Expressway, and includes addressing the need for transportation system management improvements on parallel routes (such as Route 23 between Route 1 and West Conshohocken) and integration of local & state TSM systems.

Cameras, variable message signs, and other ITS hardware are not included in the utility phase. This project will fund the installation of the fiber optic network in four different areas:

- Via Ridge Pike to connect the PENNDOT District 6 Traffic Control Center in King of Prussia to the Montgomery County Emergency Operations Center (EOC).
- Route 23 between Route 1 (at the Philadelphia/Lower Merion Border) and West Conshohocken.
- City Avenue from Route 23 to I-76.
- From City Avenue to tie in to the City of Philadelphia's fiber network.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-32a, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the I-76 Corridor Transportation System Management (TSM) improvement project, using \$280,000 CMAQ/\$70,000 State match in FY05 and \$520,000 CMAQ/\$130,000 State match in FY06.

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

TIP ACTION PA05-32b: YORK ROAD (BRISTOL ROAD TO PA 413):

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, York Road Modified Resurfacing, Bristol Road to PA 413, using \$5 million of 100% state funds for construction (\$2.5 million in FY06 and \$2.5 million in FY07). Current pavement conditions have deteriorated to the point where immediate attention is needed. Concrete patching, milling, crack seal, and overlay will be included in the project. The improvements will extend the life of the roadway for approximately 10 years when a major reconstruction project is planned.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-32b, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the York Road Modified Resurfacing, Bristol Road to PA 413 (MPMS #72997) project with \$2.5 million state funds for construction in both FY06 and FY07.

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

TIP ACTION PA05-32c: 52ND STREET/LANCASTER AVENUE STREETSCAPE ENHANCEMENTS:

The City of Philadelphia has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a \$200,000 DEMO/\$50,000 State funded preliminary engineering phase to the 52nd Avenue Streetscape Enhancement Project. Further, the FY05 construction phase (\$1.2 million DEMO/\$250,000 State/\$50,000 Local match) will be shifted to FY07 to better accommodate the schedule. This project will include pedestrian enhancements such as crosswalks, bump-outs and pedestrian signal heads (where applicable) in the area of the 52nd St/Lancaster Ave intersection; streetscape and lighting improvements on 52nd St from Girard Ave to Parkside Ave; minor traffic signal improvements (timing, coordination) on 52nd St within same limits; and lighting improvements on Lancaster Ave from Girard Ave to 52nd St. This work will complement work scheduled as part of the Lancaster Ave Lancaster Avenue Signal Project (MPMS#57898) and also the already-completed work on Lancaster Ave east of Girard Avenue (SEPTA's Route 10 and Route 15 signal projects). The project description will need to be edited to reflect that new bus shelters will not be included as part of the project.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Ajay Creshkoff) to recommend that the DVRPC Board approve TIP Action PA05-32c, The City of Philadelphia's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a preliminary engineering phase to FY05 (\$200,000 DEMO/\$50,000 Local) and deferring the FY05 construction phase from FY05 to FY07 for the 52nd Street Lancaster Avenue Streetscape Enhancement project (MPMS #17829).

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

CHANGE OF FUNDING SOURCE FOR VARIOUS TIP PROJECTS:

In an administrative action, PENNDOT is changing the funding source from federal to state funding for the following projects: US 202 Bypass (Pickerton Road to PA 611); US 202 Bypass (PA 463 to Pickerton Road); US 202 Expressway (Section 700); US 202 Bypass (Neshaminy-Almshouse Road); Bristol Pike/Route 13 (PA 413 to Levittown Parkway); US 1 Bridges (PA 413 to PA Turnpike); and PA 41 Study (Delaware State Line to PA 926).

Discussion: Linda Ingenthron noted that moving the source of funds from federal to state funding means that the state no longer has to meet federal standards. This is a downsizing, and when a project is withdrawn, the federal dollars must be reimbursed. Ms. Ingenthron stated that the fourth study of this area is now taking place. She just received a copy of the summary of the "Smart Mobility" study, which would divert traffic from the main road in Avondale to connector roads that cannot support the traffic. An on-grade bypass is suggested for Avondale. Elizabeth Schoonmaker, DVRPC TIP Manager, explained that this action was taking place to better balance the state/federal ratio for this region. Many projects are under-funded and this would allow federal funds to flow to these projects. Sue Herman stated that the level of accountability is obviously a question.

ACTION TAKEN BY COMMITTEE:

MOTION (by Linda Ingenthron, seconded by Karen Friedman) to recommend that the RCC urge the DVRPC Board to oppose the administrative action proposed by PennDOT to move MPMS #14484, PA 41 Study, Delaware State Line to PA 296, from federal to

state funding.

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

ACTION TAKEN BY COMMITTEE:

MOTION (by Finley Shapiro, seconded by Joe DiMedio) to state that the RCC has the following concerns regarding the administrative action to change six other projects from federal to state funding:

The RCC feels that the Commonwealth may be prone to change project criteria and review once federal mandates are removed. We believe that projects may be changed without the public's knowledge. The committee is concerned that these changes will make it more difficult for citizens to have input and to influence a project. The RCC is also concerned that bicycle/pedestrian improvements may suffer as a result of changes to these projects.

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

(**NOTE:** DVRPC staff has learned from PennDOT that the funding source for the Route 41 Study will remain at an 80/20 federal/state split.)

RECOMMENDATION FOR ADOPTION OF FY 2006 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY:

Elizabeth Schoonmaker stated that every year DVRPC develops a TIP that covers the four New Jersey counties located in the DVRPC region: Burlington, Camden, Gloucester, and Mercer. The New Jersey Subcommittee of the RTC has been working with staff since the fall of 2004 on the DVRPC FY 2006 TIP for New Jersey that meets the requirements of the federal laws and regulations, including those concerning financial constraint and air quality.

The FY 2006-2008 TIP for the New Jersey portion of the DVRPC region contains close to 130 projects totaling \$1.1 billion for phases to be advanced during the next three years, including \$613 million on projects primarily addressing the highway system and \$530 million per year on transit projects for DRPA/PATCO and NJ TRANSIT. The New Jersey TIP averages \$380 million per year for transportation projects. The projects in the TIP represent the region's transportation priorities. The TIP lists all projects that intend to use federal funds, along with all state funded projects whether or not they are regionally significant. The TIP has been fiscally constrained to the available financial resources identified by NJDOT and negotiated for this region's projects. The Draft TIP document was made available for public review during a 30-day period which ended on June 2, 2005. Copies of all comments received and available agency responses have been distributed to the RCC, as well as recommended changes to the TIP.

ACTION TAKEN BY COMMITTEE:

MOTION (by Kay McKenna, seconded by Joe DiMedio) to recommend that the DVRPC Board adopt the DVRPC FY 2006 Transportation Improvement Program (TIP) for New Jersey (FY2006 - FY2008) as the region's official selection of transportation projects for federal funding, by passing Resolution B-FY05-011.

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

ANNUAL SELF-CERTIFICATION OF THE REGIONAL TRANSPORTATION PLANNING PROCESS:

Candace Snyder explained that final Rulemaking on the Intermodal Surface Transportation Efficiency Act (ISTEA) Metropolitan Planning Requirements dated October 28, 1993 requires that the Metropolitan Planning Organization (MPO) annually certify to the Federal Highway Administration and Federal Transit Administration that its transportation planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements. Rulemaking for the new TEA 21 has not been adopted as of this date, but it is presumed that the Annual Self Certification Requirements remain the same. Section 450.334 of the Final Rulemaking lists specific requirements which must be addressed. DVRPC's conformity with these requirements is outlined in the resolution that was distributed to members.

Discussion: The RCC again expressed its discontent with the responses received to RCC recommendations from staff and the Board. RCC members stated that they spend a great deal of time and consideration on issues with generally no response given to them by Board or staff. Mr. Winters also stated that he feels more staff is needed to administer the committee. Members would like a chart that shows actions taken and the result of these recommendations. Ms. Snyder asked that this be set aside for the vote on Self-Certification. If, following the meeting between staff and RCC representatives, there is still frustration, then the RCC could address it in a further discussion in July. Members agreed.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Karen Friedman) to recommend that the DVRPC Board adopt Resolution No. B-FY05-009 certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

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

RECOMMENDATION FOR ADOPTION OF DESTINATION 2030 LONG-RANGE PLAN:

Michael Boyer, DVRPC Manager, Office of Long-Range Planning, explained that as the designated Metropolitan Planning Organization for the Delaware Valley region, DVRPC is required to update the regional, long-range transportation plan every three years. The *Destination 2030 Long Range Plan* includes the previously adopted population and employment forecasts and *Destination 2030: A Vision for the Future*, which set the policy framework for the Plan. The Year 2030 Plan includes goals, regional policies and implementation strategies for land use and transportation.

The regional land use and open space maps have been updated and refined. In the transportation section; aviation, goods movement, bicycle and pedestrian modes, and Intelligent Transportation Systems are addressed in-depth. A detailed, constrained financial plan was developed and funding was allocated to project categories before project selection to help insure that a "maintenance-first" policy was adhered to. Additionally, projects were evaluated by 14 criteria to determine how well they met various goals of the Plan.

A formal public comment period was held from May 2 through June 2, 2005 during which time three public meetings were held. A summary of comments received is attached. Staff is preparing responses to the comments and will present a summary of responses at the June 23 Board meeting. One change that will take place is dropping the "double-tracking" of the R-5 line.

Discussion: Lorraine Brill noted that the RCC recommendation from March, 2005 regarding the Northeast Rapid Transit Line and the Broad Street line were not included in the summary of comments received. This appears to have slipped through the cracks and will be added. That recommendation reads as follows: The RCC opposes the RTC recommendation to substitute the Broad Street Subway Extension for the Northeast Rapid Transit project because the Broad Street project has not been studied.

Ajay Creshkoff expressed his dismay with the staff's response to RCC recommendations. Mr. Winters asked that the staff responses to the RCC's recommendations go to the 2030 Task Force for further study.

ACTION TAKEN BY COMMITTEE:

MOTION (by Linda Ingenthron, seconded by Karen Friedman) to recommend that the DVRPC Board adopt the DVRPC *Destination 2030 Long Range Plan*, the Year 2030 Land Use and Transportation Plan for the Delaware Valley Region by passing Resolution B-FY05-010. Recognizing that the Plan is a fluid document, the RCC plans to continue to provide input to the staff and to the Board on this issue.

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

RECOMMENDATION FOR ADOPTION OF CONFORMITY DETERMINATION OF THE DESTINATION 2030 LONG RANGE PLAN AND FY 2006 NEW JERSEY TIP:

Mr. Boyer explained that transportation conformity is a process to ensure that transportation plans and programs receiving federal funding are consistent with applicable state air quality goals. It applies to projects funded or approved by the Federal Highway Administration or the Federal Transit Administration in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide (CO), particulate matter, lead, or sulfur dioxides.

The United States Department of Transportation (US DOT) cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the Clean Air Act Amendments requirements governing all current National Ambient Air Quality Standards (NAAQS) for transportation conformity. Current NAAQS governing the nine-county DVRPC planning area include those for ozone and CO. Staff has completed necessary technical analysis and has prepared a conformity document covering all current NAAQS requirements.

The draft conformity determination was released for public comment from May 2 through June 2, 2005, during which three public meetings were held. No comments were received.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Karen Friedman) to recommend that the DVRPC Board adopt the conformity finding of the *Destination 2030 Long Range Plan*, the FY

2006-2008 New Jersey Transportation Improvement Program, and the FY 2005-2008 Pennsylvania Transportation Improvement Program under all current NAAQS by passing Resolution B-FY05-012.

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

PENNVEST APPLICATIONS:

Cathy Zukoski, Environmental/Legislative Subcommittee Chair, stated that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment and stormwater management projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. PENNVEST has recently begun a program to provide loans for brownfield assessments and remediation.

PENNVEST has forwarded two applications to DVRPC for review for consistency with the regional plan.

Chester County

Aqua America requests a \$8,806,250 PENNVEST loan to upgrade the existing flocculation/sedimentation basins and 22 filters at the existing Pickering West Water Treatment Plant in Schuylkill Township. These improvements will serve to provide a more efficient and reliable delivery of drinking water. No capacity increases are included as part of this action.

Montgomery County

Aqua America requests a \$7,881,500 PENNVEST loan to construct a new water treatment plant at Bubbling Springs in Whitemarsh Township. A membrane filtration plant will be constructed on one acre in the Miquon area to treat water from the Bubbling Springs and two nearby wells, providing up to 4 million gallons per day.

These projects serve to alleviate existing problems and are in areas already developed or identified as Future Growth Areas as designated in the DVRPC Year 2025 and Year 2030 Plans. As such, these projects are consistent with the goals and policies of the regional plan.

ACTION TAKEN BY COMMITTEE:

MOTION (by Cathy Zukoski, seconded by Lorraine Brill) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the Aqua America project in Chester County.

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

ACTION TAKEN BY COMMITTEE:

MOTION (by Cathy Zukoski, seconded by Lorraine Brill) to recommend that the DVRPC Board authorize the Executive Director to send a letter to the PENNVEST Board approving the Aqua America project in Montgomery County.

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

SUBCOMMITTEE REPORTS AND ACTIONS:

The Transportation Subcommittee reviewed the agency and staff responses to its TIP Rebuttal, dated November, 2004. Following this review the subcommittee has the following recommendation:

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Pawson) to recommend that the DVRPC Board respond to the following statement:

In response to a statement urging the coordination of regional transportation operations and interagency cooperation, NJ Transit made the following statement: *NJ Transit would be interested in having DVRPC coordinate this activity. We are ready to coordinate with other operators in the region. The Burlington County Bridge Commission and the Delaware River Joint Toll Bridge Commission should also be included.* The RCC, therefore, urges the DVRPC Board to take this response seriously and to take the necessary steps to move forward as the region's leader to promote coordination between the Delaware Valley's transit agencies and bridge commissions as a means of achieving a unified fare collection system and transportation network.

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

The Transportation Subcommittee was directed to continue with its work in the other areas recommended in the TIP Rebuttal response.

OTHER BUSINESS:

Sue Herman reported that Dr. Shanis had set up a meeting with Henry Winkler (Winchester and Western RR) to discuss hauling stone by rail. She was encouraged by this action.