

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
OCTOBER 14, 2008**

Present: Warren Strumpfer (Chair), Aissia Richardson, Ajay Creshkoff, William Faltermayer, Bridget Chadwick, Lorraine Brill, John Pawson, John Boyle, Catherine Zukoski, Pat Mulligan, Sheik Gardrie, Hans Van Naerssen, Dennis Winters, Tim Kelly, Eugene Cipriani, Roy Jones, John Burkhardt (citizens); Jean McKinney, Gabriela Gutierrez, Greg Krykewycz, Elizabeth Schoonmaker, Paul Smith, Jane Meconi (staff); Owen Frankin (guest)

APPROVAL OF MINUTES:

The minutes of the September 16, 2008 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Mr. Strumpfer noted that last month's board meeting was held as part of DVRPC's annual Board Retreat. He noted that part of the retreat included reviewing Work Program Proposals, and the RCC's proposals were submitted. (To view proposals, see September 2008's meeting minutes.) The FY 2010 Work Program is still being developed and there is time to modify the RCC proposals, or perhaps prioritize them. Mr. Strumpfer requests those who have internet access to discuss the proposals with RCC members online via the listserve, and if one does not have internet access, comments can be made to Mr. Strumpfer directly.

In the afternoon of the Board Retreat, there were a series of panel presentations and discussion groups related to the four challenges presented for the Long-Range Plan, including challenges related to transportation (create a regional funding stream of \$100 million per year for transportation improvements), land use (grow the region's 100 development centers), economic development (build a more energy-efficient economy as we reduce greenhouse gas emissions by 50%) and the environment (protect 500,000 acres of open space, natural resources and farmland).

Mr. Strumpfer also noted that he submitted two ideas for Barry Seymour to consider as part of the Forum for a new New Jersey. They are:

1. School Location: (Tax and Cost Saving Opportunity)

Break School districts away from Municipalities. Make each district an entity based on population radiating around a central point to produce an optimal school system based on population size. Adjust the radius length accordingly. Ensure new schools are placed within a reasonable distance of the intended students to reduce the need for excessive busing.

Busing National Park students past West Deptford HS and Woodbury HS to get to Gateway Regional High School in Woodbury Heights is ludicrous.

Combine and/or coordinate (NJ Transit) public bus operations with school buses.

We've got to get the cost of school busing down and make our public bus system more useful and efficient. It's stupid and too expensive to operate two bus systems that operate independently of each other in the same region at less than optimal capacity.

Make "Safe Routes to School" a part of this endeavor. Students within two miles should have a safe way to get to bike and walk to school without busing. The exercise would be healthier for the kids, help reduce Obesity and prepare them mentally to walk or bike while reducing the need for busing. [I got a job in the city for the summer as a young physically active 13-yr old from the Jersey suburbs. I took the bus from Westville to 6th & Market Streets and had to walk to my job at 2nd & Dock Streets. I was surprised at how fast people in the city walked. I had a hard time keeping up with them at first. I realize today that people in the city were far more fit than I gave them credit for back then. The connection between fitness and walking just wasn't stated or understood in 1950's.]

2. Tolls: (Revenue Balancing Opportunity)

We need a broad array of toll and funding options using tools suggested in DVRPC and ASHTO publications.

The entire Interstate system should be tolled. The states and feds should divide the toll income to balance the benefit between rich and poor states. It's far too expensive and expensive to otherwise maintain these arteries. Taking maintenance money from state transportation trust funds for them is far too overwhelming. How else can we provide our fair share of local money for federal projects (especially rail) when we have to maintain a federal road system in addition to our state and local road systems?

Increase the tax on fuel to fund public transit like they do in Europe. Transportation financing should be comprised of several methods and means. No problem is solved by one smoking gun solution. Most, if not all problems are an accumulation of several smaller problems that come together at one time to bring down a whole system.

We need better and more public transit. The cost of aviation fuel should drive us to plan for Local, regional and longer range rail travel. There should be a balance of transportation modes between air and rail based on optimization of cost and energy efficiency. Develop a multi-state regional plan/agency to fit the above conditions. Cost efficiency and energy balance should be the foundation of such a plan.

Underlying all this is the premise that we must stop the leaks in the Transportation trust fund. Governor Corzine had at least one thing right in his past proposal (we must insulate the trust fund from political influence.) The trust fund needs to be run by a separate insulated non-political entity.

RTC REPORT:

Tom Cooper, RTC Alternate, submitted the following report for the RTC meeting on October 10:

Elizabeth Schoonmaker reported on "DVRPC Transportation Improvement Program (TIP) Actions":

- a. PA09-03 Expressway Service Patrol Program. An increase in federal funding will permit expansion of coverage to I-95 in Bucks County.
- b. PA09-04 North Broad Streetscape Improvement Project. A SAFETEA-LU earmark for \$100,000 will permit improvements in Hatfield Township, Montgomery County.

Reiner Pelzer presented the FY 2009 Work Program Amendment: Installation of Automated Weather Observation System at ten General Aviation Airports in New Jersey (further details in 10/14/08 packet). This is not a study; it is oversight under contract to NJDOT.

Sean Greene presented the DVRPC FY 2009 Work Program Amendment: Sustainable Skylines Initiative. A grant award of \$150,000 will be applied towards "projects that yield quantifiable air quality benefits during the three year grant period".

Several additional presentations were given at the meeting:

Forecasting 2035 SEPTA Regional Rail Ridership

John Kugel, DVRPC Office Of Transportation Modeling presented historical ridership data & trends, economic theory (supply vs.demand) for automobile vs. transit and 2035 ridership and parking forecasts. The forecasts may be impacted by new fare technology and operational improvements. In response to a question: future studies will address 2035 ridership on proposed or contemplated extensions to Wawa, Quakertown, New Hope, etc.

Broad Street Line Extension Feasibility Study

Quentin Krueel from the Philadelphia Industrial Development Corporation presented. The preferred alignment contemplates two stations within the Navy yard. Alignments considered but rejected include the Stadium District with existing Pattison Avenue Station either replaced or maintained. The preferred mode is subway rather than shuttle bus loop because the subway is best for development potential, ridership gains and economic benefits. Financing through the traditional FTA "New Starts" process is not recommended because of the long time-line and the necessity for 50% local match. Instead, the project should employ Innovative Financing (similar to the Hudson Yards project in New York City) and the P3 Approach. In response to a question: elevated construction, either light rail or heavy rail, is not feasible because of subsurface conditions.

Reclaiming Brownfields: A Primer for Municipalities

Evangeline Linkous, DVRPC Planning Analyst, presented the primer that is targeted to municipal planners and decision-makers, and she presented seven Case Studies in both New Jersey and Pennsylvania. Programs for assistance are available through several federal agencies and tax incentives. Programs for assistance in New Jersey are available through several state agencies. Programs for assistance in Pennsylvania are available primarily through the Department of Environmental Protection and the Department of Community and Economic Development.

DVRPC BOARD AGENDA ITEMS:

The items below are agenda items for the DVRPC Board. As per the new RCC format, a “consent agenda” format is in place, meaning that the RCC does not have to address every agenda item before them.

PA09-03: Expressway Service Patrol Program (MPMS #69801), Philadelphia

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase by \$7.623 million for the Expressway Service Patrol Program (MPMS #69801). The additional funding will be programmed for the construction phase in FY10 (\$3,993,000) and FY11 (\$3,630,000), acknowledging a toll credit match in order to continue the program and provide service over the next three years at a cost of \$2.75 million per year.

This program provides for the operation of emergency expressway service patrols on congested state highways: I-76, I-476, I-95, I-676, US 202, and US 422 in the DVRPC region to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. The existing service has been successful, assisting over 15,000 motorists in 2007.

This project is currently programmed, but underfunded for construction in FY09 of the FY2009 TIP (\$627,000 CMAQ). The increase in federal funding would provide for the continuation of the existing patrol coverage in the DVRPC region for the next 3 years, as well as a slight expansion of coverage (approximately \$200,000 per year) to I-95 in Bucks county for the morning and evening rush hours. This would result in coverage on all regional interstate highways.

In the past, the service (at a cost of \$1.4 million per year) was funded by a combination of CMAQ and special state “576” funds, but the “576” funds are no longer available while PennDOT evaluates and determines a Statewide ITS deployment program. If additional federal funds are not approved, the service would need to be severely curtailed.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-03, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase by \$7.623 million for the Expressway Service Patrol Expansion Program (MPMS #69801. The additional funding will be programmed for the construction phase in FY10 (\$3,993,000) and FY11 (\$3,630,000), acknowledging toll credit matches. The RCC recommends investigating other technologies for detection that are energy efficient, cost effective and in real time.

PA09-04: North Broad Streetscape Improvement Project (MPMS #74807), Montgomery County

On behalf of Hatfield Township, PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, North Broad Streetscape Improvement Project (MPMS #74807), by programming \$100,000 DEMO provided by a SAFETEA-LU Earmark (Fed ID# 3514, PA ID# 516), acknowledging a toll credit match for construction in FY09.

This \$140,000 project will include streetscape improvements such as concrete sidewalks, curbs, and street trees/plantings on Broad Street between Lansing Avenue and Lynwood Road. The preliminary engineering phase was completed by Hatfield Township in 2008. Lansdale Warehouse, a business located in Hatfield Township, will contribute \$20,000 to the total cost of the project. Hatfield Township will also contribute \$20,000 to the project.

Discussion: Warren Strumpfer noted that he is pleased with the mixture of township and public funding for this project.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-04, (PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, North Broad Streetscape Improvement Project (MPMS #74807), by programming \$100,000 DEMO provided by a SAFETEA-LU Earmark (Fed ID# 3514, PA ID# 516), acknowledging a toll credit match for construction in FY09) ONLY if bike racks are restored and the proposed road design is bicycle compatible, allowing enough width for bicycles and cars to share the road.

DVRPC 2009 Work Program Amendment: Installation of Automated Weather Observation Systems (AWOS) at Ten General Aviation Airports in New Jersey

NJDOT, Division of Aeronautics, has allocated \$1.0 million of State Transportation Trust Fund monies to plan, fund, and install Automated Weather Observing Systems (AWOS) at ten general aviation airports throughout New Jersey.

AWOS systems are designed to provide real-time weather information, at each airport, for pilots using the facility locally or those from outside the region desiring to land at one of the airports.

NJ Division of Aeronautics requests that DVRPC Aviation Planning staff manage this project, including consultant selection for hardware installation; site selection at specified airports; development of equipment specifications; interface with sponsor airports and NJDOT staff on technical issues; monitoring of consultant activities, billing, and invoice payment; interface with FAA and FCC on licensing and certification procedures. Of the \$1.0 million available for project costs, \$90,000 has been allocated to DVRPC for staff administrative and technical activities necessary for completion of the project. Of the ten proposed airports where equipment will be installed, three are in the DVRPC region, Cross Keys in Gloucester County, Spitfire in Salem County, and Trenton Robbinsville in Mercer County.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board amend the DVRPC 2009 Planning Work Program to include the Installation of Automated Weather Observation Systems at ten general aviation airports in New Jersey.

DVRPC FY 2009 Planning Work Plan Amendment: Sustainable Skylines Initiative

DVRPC has received a grant from the US EPA to convene a steering committee to forward the goals of EPA's Sustainable Skyline Initiative in the five-county Pennsylvania portion of the DVRPC Region. The goal of the Sustainable Skylines Initiative is to provide a framework to integrate transportation, energy, land use and air quality planning programs into projects that yield quantifiable air quality benefits during the three year grant period.

DVRPC will utilize grant monies to coordinate partnerships and leverage additional funding to implement selected projects and quantify the air quality benefits of these projects. The total grant award is for \$150,000. DVRPC will utilize approximately \$35,000 for administration and coordination of partners. The remainder of the funds will be used as seed money to initiate the selected projects.

Staff requests that the DVRPC Board amend the FY 2009 Work Plan to include the Sustainable Skylines Initiative Project.

Discussion: The four selected projects include a partnership with the TreeVitalize Program, an anti-idling education program, lawncare trade-ins, and the promotion of the Energy Star program. Pat Mulligan asked if there was a similar program for New Jersey. Staff will give periodic updates of the program.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board amend the DVRPC FY 2009 Planning Work Program to include the Sustainable Skylines Initiative.

DVRPC FY 2009 Planning Work Program Amendment: Development of Course on Energy and Smart Growth

The way of life in Pennsylvania has long been based on inexpensive, readily-available energy. Most of the energy used in our region comes from fossil fuels, including oil. Because the supply of oil is finite and non-renewable, oil fields eventually reach a state where production is no longer economically or energetically viable—called “peak oil.” At this point, supply drops and price increases in the face of continued demand. There is consensus among the scientific community that peak oil has been reached or is imminent. Peak oil will significantly impact cities in a number of ways. Increased prices and volatility in the supply and demand of oil and oil products (notably, asphalt) will create serious transportation, economic, health, safety, and social challenges. Municipalities must prepare to remain competitive as adjustments in the local, regional, and global economy occur in response to these changes. Peak oil will also create demand for alternative energy sources. Cities will experience new challenges as alternative energy production prompts shifts in the physical and economic landscape.

In Pennsylvania, energy challenges are not limited to peak oil. A decades-old cap on electricity rates is set to expire across the state over the next few years. Caps are coming off in the territories of PPL in 2010, and Allegheny Power, Metropolitan Edison, PECO Energy, and Pennsylvania Electric in 2011. Upon expiration, home electric bills are anticipated to rise by 40 to 60 percent. The expiring caps will also have tremendous implications for the attraction and retention of businesses and jobs in Pennsylvania. In response to these challenges, Governor Edward Rendell signed a bill in 2008 establishing a \$650 million fund to support energy conservation and spur renewable energy development. This bill, in combination with Pennsylvania’s Alternative Energy Portfolio Standards Act (2004) and the Governor’s Energy Independence Strategy, signals the dramatic changes underway in the transition to a new energy future. Pennsylvania’s municipalities must act now to respond to these trends and legislation and help ensure that they thrive in an age of energy uncertainty. The land-use planning process is one of the most critical tools municipalities can use to respond to the new energy future. Smart growth policies, which emphasize the connections between land use and transportation, are widely recognized as an important way to create communities that are more walkable and less dependent on automobile transportation. Likewise, smart growth policies are also “energy smart,” especially when combined with energy efficient building and development practices.

The Delaware Valley Regional Planning Commission (DVRPC) proposes the development of a course and associated resource materials (e.g., presentation, workbook, etc.) to assist municipalities in incorporating energy sustainability provisions

into local land use plans and development regulations. The course will inform participants about the importance of linking energy planning and smart growth development practices, and will articulate the regulations and emerging issues that should guide incorporation of sustainable energy provisions into local plans, ordinances, codes, and operations. DVRPC seeks \$30,000 to develop the course through a one-time contract with the Pennsylvania Department of Community and Economic Development (DCED). The course will be developed and all resource materials will be delivered seven months after the signing of a contract between DVRPC and DCED.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board amend the DVRPC FY 2009 Planning Work Program to include the development the Course on Energy and Smart Growth for DCED.

SPECIAL PRESENTATION: ROOSEVELT BOULEVARD SAFETY CAMPAIGN

Owen Franklin, Project Manager for Portfolio Associates, Inc., presented the Roosevelt Boulevard Safety Campaign, which is a program of PennDOT. Roosevelt Boulevard is a 12-mile long, 12-lane wide thoroughfare that travels through northeastern Philadelphia, and carries 100,000 vehicles daily. Roosevelt Boulevard has gained notoriety as being a very dangerous road; since 2003, there have been almost 3,000 crashes and more than 50 fatalities.

To address the issue, Congresswoman Allyson Schwartz secured federal funding for safety improvements, which includes countdown timers, as well as other engineering solutions under review. This safety awareness campaign was an additional element to focus on people's perceptions of the road as well as to offer solutions that the public can follow. Focus groups were convened to learn how people perceived the Boulevard, and findings showed that while people are concerned about safety and know how to be safe, many still engage in unsafe behavior. Research showed that people do not always weigh the costs of safety, and that people sometimes don't think of other drivers and pedestrians as actual people.

The advertising campaign was designed with these findings in mind, to remind people that there are many users of Roosevelt Boulevard, and that everyone has a responsibility to be safe. In addition to the ad campaign, there will be public meetings with community groups around the boulevard as well as outreach to notify people about the safety campaign. Mr. Franklin noted that if anyone was a member of a community organization that was interested in having a meeting regarding the safety campaign, he/she can contact him at 215-627-3660 or ofranklin@portfolioassociates.net

Discussion: Ajay Creshkoff noted that countdown timers need to offer all pedestrians enough time to cross the street, and that it would be beneficial for safety signs to be in a

variety of languages. Aissia Richardson wanted to know if there would be a campaign directed to children, who could also carry the message home to their families. Many felt that the ads were too esoteric, and would have benefited from having people in the campaign, as opposed to just objects. Mr. Franklin noted that it is a challenge to create a campaign that resonates with everyone, but he noted that there are other elements of the campaign, such as community meetings and PSAs that will reach a wide range of people, as well as scheduled outreach at many northeast Philadelphia high school football games.

STAFF PRESENTATION: SEAMLESS REGIONAL TRANSIT ACCESS

Gregory Krykewycz, DVRPC Senior Transportation Planner, presented an evaluation of new interstate links and connections for regional transit. The study, Seamless Regional Transit Access, was the result of a DVRPC Work Program project that was a proposal of the RCC's.

The paper evaluated six specific interstate links identified in an RCC white paper:

- Connect New Jersey Transit Center City buses to 30th Street Station
- Improve the connection of PATCO trains with 30th Street Station
- Connect Frankford Transportation Center with Palmyra Station
- Create a "road ferry" between Burlington and Bristol
- Provide the Trenton-New Hope corridor with transit service
- Establish a shuttle between Philadelphia and the Pureland Industrial Complex (via Chester)

Projects were evaluated and compared by estimating costs and new riders, and costs were derived from SEPTA and NJ Transit data, and ridership was estimated using the DVRPC regional travel demand model or the ridership of prior/comparable services.

Mr Krykewycz reviewed all six proposals and presented that connecting the Frankford Transportation Center with Palmyra station would have a daily ridership of 650, with \$6.00 per new rider, and would be recommended to SEPTA for further consideration. The proposal of connecting New Jersey Transit Center buses to 30th Street Station would gain a daily ridership of 719 at a cost of \$6.60 per new rider, and would be forwarded to New Jersey Transit for further consideration. Other proposals were not seen as feasible at the time, due to low ridership or high costs per rider. However, the Philadelphia to Pureland route may be considered for future Job Access and Reverse Commute (JARC) funding.

Discussion: Aissia Richardson noted that commute times of the routes could be included, to show if a route was more feasible. John Pawson noted that we have exhausted major rail expansion opportunities in this area, and that low-cost transit options, such as buses are going to become more and more important.

Mr. Krykewycz noted that this report will be distributed to the TMA's, SEPTA, and other interested agencies.

SUBCOMMITTEE REPORTS

Long-Range Plan Task Force

John Pawson noted that the Broad Street Extension Study was discussed, and the potential for a ferry service between National Park and the Navy Yard.

Nominating Committee

There was a discussion related to extending or discarding term limits for RCC Chair. Term limits were added to RCC by-laws a couple of years ago and currently, RCC Chairs may serve for up to 3 terms. It was determined that an intermediate solution may be to suspend the by-laws regarding term limits for one year in this particular instance, but the term limit would stay to 3 terms in the by-laws. A final determination will be made at the November RCC meeting.

OLD/NEW BUSINESS:

Hans Van Naerssen will present a 2009 Transportation Reauthorization Legislation Update at the November RCC.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.