

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
JUNE 15, 2010**

Present: Aissia Richardson (Chair); Larry Menkes, Jim Richardson, Warren Strumpfer, Catherine Zukoski, John Boyle, Bob Machler, John Pawson, Lorraine Brill, Bridget Chadwick, William Faltermayer, Ajay Creshkoff, Chip Crider, Cheryl Tumola, Pat Mulligan, Sue Herman, Adam Bauser, John Butler, Carol Butler, Eugene Cipriani, Wanda Stuart, Kamil Siddiqi, Mark Wheeler, Andy Sharpe, Kate Clark (citizens); Jane Meconi, Paul Carafides, Karen Cilurso, Karen Lazarus (staff); Kim Heinle (guest)

**APPROVAL OF MINUTES:**

The minutes of the May 18, 2010 RCC meeting were approved as mailed.

**CHAIR'S REPORT:**

Aissia Richardson submitted the attached report.

Ms. Richardson noted that DVRPC Manager, Office of Energy and Climate Change Initiatives, Rob Graff gave an interesting presentation at the May Board meeting on assistance to local governments for energy efficiency and greenhouse gas reduction, and that the presentation would be of interest to the RCC. Staff will follow up to schedule Mr. Graff for the July RCC meeting. Staff will also be contacting the Schuylkill River Development Corporation for a presentation at an upcoming RCC meeting.

**RTC REPORT:**

Jim Richardson submitted the attached report.

**SPECIAL PRESENTATION: SEPTA'S CUSTOMER SERVICE REVOLUTION**

SEPTA Assistant General Manager Kim Heinle presented the RCC with an overview of SEPTA's goals for increased customer service throughout the transit system. SEPTA's mission is to deliver safe, courteous, convenient and dependable public transit services for the people of the Greater Philadelphia region and to contribute to the region's economic vitality, sustainability and quality of life. Customer service is one of SEPTA's seven strategic business objectives. Other objectives include sustainability, human capital development, safety & security, new technologies, rebuilding the system, and ridership growth for transit.

SEPTA's enhanced customer service is summed up by communications, courtesy, convenience and cleanliness. The program is defined by: developing SEPTA into a responsive customer-focused organization; developing a partnership with customers; extending partnerships with governmental, business and advocacy groups; improving the customer service department; developing new passenger technologies and communication; and improving accessibility to SEPTA for the disabled community. To meet these goals, SEPTA has instituted the deployment of customer service ambassadors, developed partnerships via the SEPTA Citizens Advisory Committee, Youth Advisory Council, regional Transportation Management Associations and the Delaware Valley Association of Rail Passengers, among others. SEPTA has also been working on

improving station and vehicle cleanliness and has instituted a passenger environment survey. New technologies have also enhanced customer service, such as a “chat now” feature with customer service agents on septa.org, a modern customer service database, an updated website and a new telephone information system. Septa.org also includes improved maps, TrainView and BusView services (which give service updates on specific train and bus lines) and easier to read timetables. SEPTA is also improving accessibility for the disabled community by improving ADA training for front line employees, an ADA hotline, a new priority seating decal, and the further dissemination of travel information for people with disabilities.

*Discussion: Mr. Heinle highlighted SEPTA’s online comment form, and the goal of responding to comments or complaints within one week, and also the importance of following up to see if complaints have been resolved. In response to several comments from RCC members, Mr. Heinle noted that it is key to be as specific as possible when submitting a complaint, such as a bus whose ADA ramp is not functioning, so SEPTA staff can respond accordingly and directly. RCC members asked if SEPTA does any special outreach to college students. Mr. Heinle noted that interested individuals can participate on the SEPTA youth council.*

### **STAFF PRESENTATION: TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE (TCDI) UPDATE:**

DVRPC Senior Regional Planner Karen Cilurso presented an update of the DVRPC TCDI program. The TCDI program was created in 2002 to improve the market for redevelopment and enhance the transportation network. Eligible projects include early stage planning analysis, feasibility studies, marketing studies, and municipal plan updates. 225 municipalities in the region are eligible to apply, these municipalities contain at least three DVRPC Degrees of Disadvantage, are located within ½ mile of a train station, and are located in Core Cities, Developed Suburbs and Center (Connections LRP definitions).

TCDI applications are evaluated by a review committee composed of representatives from New Jersey and Pennsylvania. Eligible projects must contain two key components: redevelopment and transportation, and be consistent with policies of the *Connections* long-range plan. A 20% commitment match from the municipality is also required. Single projects can receive up to \$75K, multi-municipal projects can receive up to \$100K. Since 2002, \$10.62 million has been invested, resulting in over \$200 million leveraged funds from local, county, state and federal partners.

For Pennsylvania, 57 applications, requesting a total of \$3.1 million, were received. However, only \$620K was available. 12 applications were recommended for approval. For New Jersey, 27 proposals were received for a total of \$1.52 million. \$1 million of funding was available. 16 applications were recommended for approval.

*Discussion: Ms. Cilurso noted that Community Development Corporations in Philadelphia will not be able to apply for TCDI grants, all applications will be submitted through the Philadelphia City Planning Commission. RCC members asked about measurements of success for TCDI grants, such as outcomes and social impacts. Ms. Cilurso remarked that the all communities that have received a TCDI grant since the program’s inception is located on DVRPC’s website, as well as program evaluation reports.*

## **STAFF PRESENTATION/ WORK PROGRAM OVERVIEW: THE OFFICE OF TRAVEL MONITORING, DATA COLLECTION AND NEW TECHNOLOGY**

Paul Carafides, DVRPC Traffic Data Technician, presented an overview of the Office of Travel Monitoring and how it employs new technologies for data collection. First, he presented what types of traffic data DVRPC collects: volume, class and speed. Data is taken in 15 or 60 minute intervals. All counts are entered into the Traffic Count Database which is accessible to all DVRPC staff and member governments. Counts taken by outside entities are also entered into the database. While these counts are reviewed to verify that they are complete, the Commission does not guarantee their accuracy. Outside traffic counting entities include traffic.com, NJ Department of Transportation, DRPA, Burlington County Loops, Berks County and consultant counts.

Additional data collection is provided by video-logging, with day and evening videos of corridors, surveys such as driver surveys, on-board transit surveys and license plate surveys. New technologies have also enhanced the types of information that can be collected. For instance, corridor travel time can be conducted by using a handheld GPS unit. Corridors that have been studied by this method include PA 611, PA 263, PA 3, and Black Horse Pike. Times are taken at AM Peak, Free Flow, Midday and PM Peak hours. This type of travel time survey can also be conducted on transit routes. Delay forms can also be filled out by researchers to collect qualitative delay data. Bicycle counters are also in use, and are similar to car counters, but are more sensitive to pick up bike movements. Pedestrian counters are also in use. There have also been advances in Bluetooth Technology that can be used for many applications, such as travel time, congestion management and signal timing analysis.

*Discussion: In response to RCC questions, Mr. Carafides noted that traffic counts are made available to municipalities or other entities. It was noted that PennDOT uses traffic counts for signal timing. Bicycle counts will now become a part of DVRPC's travel monitoring database.*

### **SUBCOMMITTEE REPORTS:**

#### **Action Task Force:**

The Action Task Force (ATF) met prior to the RCC meeting and developed RCC recommendations for Board Action Items (attached).

Note: Board Action Items are no longer voted on at the primary RCC meeting.

Action Task Force members requested a rescission spreadsheet of ARRA funds that have not yet been spent. There was also discussion related to the upcoming federal certification of DVRPC, which will occur in August, and additional information requests regarding the federal guidelines that define Metropolitan Planning Organizations.

The RCC submits the comment below as part of the public comment period for the Draft DVRPC FY 2011 TIP for PA.

The RCC seeks complete transparency at all stages of the planning process. The first phase is the submission of a project for the TIP by an interested party. Each project should therefore identify that party and include the supporting political entities. Every TIP project should also include an "audit" of public input and project advocates by name and

organization. In addition, TIP project descriptions should include a more complete summary of data from planning studies including:

- Multi-modal level of service (LOS);
- Transit frequency and hours of service;
- Bicycle LOS and pedestrian LOS;
- Condition of transit facilities;
- Average people counts on transit vehicles;
- Percentage of impervious service around a transportation project; and
- References to relevant GIS data, such as topographical maps, FEMA maps and census/DVRPC Degrees of Disadvantage maps.

Transportation projects can then be discussed in a comprehensive manner, with highway and transit components together, and with the sustainable goals of DVRPC's "Implementing *Connections*: A Guide for Municipalities" in mind.

RCC members are still free to add project specific comments via web comment, e-mail or letter.

### **Long-Range Plan Task Force:**

Disconnect between policy and reality within the Connections plan was discussed, and how that will relate to the next iteration of the long-range plan. Challenges facing the region now and in the future need to be addressed and policies that respond to these issues must be included in the long-range plan.

### **Work Program Task Force:**

There was discussion regarding ideas brought forth by Kathryn Garza and Larry Menkes.

Members also requested information as to when DVRPC's *Bridging the Funding Gap* report would be revised or updated.

### **OLD BUSINESS/ NEW BUSINESS:**

Some RCC members attended the June 9, 2010 special public meeting in Wayne, PA. Approximately 35 people attended. Jane Meconi noted that additional public meetings will be held in the fall, with the next meeting taking place in New Jersey.

There was discussion related to developing an online "home" for the RCC.

A SEPTA budget hearing will be held on June 21 at 11 AM at their headquarters on Market Street.

Warren Strumpfer referred RCC members to the most recent LINK newsletter, and its theme of “think regionally, act locally”.

Andy Sharpe attended the PennDOT funding presentation at St. Joseph’s University.

John Pawson noted that additional dialogue is needed with SEPTA on its service plan, and level of service issues, particularly that SEPTA is carrying more passengers than ever on less trains.

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June 15, 2010  
RCC – Chair’s Report  
Submitted by Aissia Richardson

1. I attended the May 27 DVRPC Board meeting and presented the May 18 RCC recommendations the board.

There was a very detailed response from Byron Comati of SEPTA about the moratorium on parking structures, particularly in Jenkintown. Since I-80 will not be tolled SEPTA has had to defer \$2.2 billion in capital projects estimated to take place over a 12 year period. The Jenkintown parking structure is one of several parking structures that have been deferred indefinitely. Design phase of Jenkintown will move forward as it has been funded, multiple lines intersect at Jenkintown which makes it a hub station and more convenient for commuter access, SEPTA agreed to be more inclusive to borough. Barry indicated that the Jenkintown project is an attempt to be responsive to density, an attempt to increase access to stations and to increase parking capacity.

Also, the 2010 Work Program Amendment: Scudders Falls Bridge Toll Diversion Study was removed due to county budget issues. Staff will update RCC and Board if the project moves forward.

2. The Board approved RCC Transportation Improvement Program (TIP) recommendations:
  - a. PA09-99: Silo Hill Road over North Branch Neshaminy Creek Bridge Rehabilitation Project (MPMS #85465), Bucks County
  - b. PA09-100: Chester Waterfront Rail Crossings (Various MPMS#s), Delaware County
    1. Highland Avenue Grade Crossing (MPMS# 90473)
    2. Flower Street Grade Crossing (MPMS# 90477)
    3. Norris Street (1) Grade Crossing (MPMS# 90478)
    4. Norris Street (2) Grade Crossing (MPMS# 90480)
  - c. PA09-101: Lehigh Avenue Ridge Avenue to Broad Street, Signal Improvement Project (MPMS #62717), Philadelphia
  - d. NJ10-47: Reprogramming of Local Funds available to the New Jersey Subregion, Various Counties – ADDED after RCC met- requested staff provide specific projects from pink sheet for RCC
3. The Board approved amending the DVRPC FY 2010 Planning Work Program to include the South Jersey Bus Rapid Transit Modeling Support Project.

4. The Board approved the Proposed Amendment to the Tri-County Water Quality Management Plan and the Harrison Township Wastewater Management Plan by adopting Resolution No. B-FY10-012.
5. The Board received the slate of officers recommended by the Nominating Committee for Board Chair, Vice Chair, Secretary, and Treasurer for Fiscal Year 2011 (July 1, 2010 through June 30, 2011) as follows:

Chair: Joseph Hoeffel, Montgomery County  
Vice Chair: James Simpson/David Kuhn, New Jersey Department of Transportation  
Secretary: Louis Cappelli, Camden County  
Treasurer: Diane Ellis-Marseglia, Bucks County

7. Two presentations were made to the Board:  
(1) *SEPTA's Fiscal Year 2011 Capital Budget and Twelve Year Capital Program*  
I-80 loss represents 25% of SEPTA capital budget. Barry provided a press release detailing the projects SEPTA has deferred due to lack of funding.

(2) *Overview of Assistance to Local Governments for Energy Efficiency and Greenhouse Gas Reduction.*

I requested presentation from Rob Graff at an upcoming RCC meeting.

8. The Executive Director reported on the following: (1) Disadvantaged Business Enterprise (DBE) Policy Statement; (2) Meeting with NJDOT Commissioner Simpson; (3) Gloucester/Camden Line Scoping and Public Meetings; (4) New Jersey Food Marketing Task Force; (5) Livable Communities Forum; (6) Sustainable Communities Grant; (7) Pennsylvania House Transportation Committee Hearing; (8) Greater Valley Force Transportation Management Association Award; and (9) DVRPC Annual Dinner.

I asked about the status of RIIZ. Barry responded that staff is talking to Specter staff.

9. The following committee report highlights were distributed to the Board:  
(1) Planning Coordinating Committee/Regional Transportation Committee; and  
(2) Transportation Operations Task Force. – Traffic signal control center for Philadelphia.  
DVRPC helped set center priorities.

10. One Minute reports  
MPO recertification scheduled for August  
William Payne from Chester reported that Waterfront upgrades are moving forward; Casino & Racetrack, PECO building converted to office center, Soccer stadium opens in June.  
David Kuhn reported that NJ FY10 projects will need to be authorized in September, there will be no transitional period. He informed counties to spend down ARRA funds.

## **Summary of RTC Meeting 6.8.10**

The Regional Transportation Committee recommended Board approval on three TIP amendments, ten projects selected for TIGER grants and two amendments to the 2010/2011 Planning Work Program.

The TIGER grants are part of the 2009 ARRA and will provide construction funding for bicycle and pedestrian projects - seven in PA and three in NJ.

RTC saw a brief review of three PennVest applications. These projects compete for grants specifically targeted to water and wastewater treatment projects and must show conformity with LRP goals, including improvement to existing communities, not encouraging new development.

The committee elected two officers for fiscal year 2011: Natasha Manbeck (Chester County, PA) as Chair and Carol Thomas (Burlington County, NJ) as Vice-Chair.

RTC saw a presentation from Erik Johanson of SEPTA on SEPTA's Greenhouse Gas Emission Inventory. Much work and investment has been undertaken to reduce the emissions footprint of this large operation. Interestingly, SEPTA's overall carbon footprint is strongly impacted by the heavy use of coal in our region to generate most of the electric power SEPTA uses.

The committee also saw a presentation from Scott Green of DVRPC on the many activities of DVRPC's Travel Monitoring program. New technologies are being brought to bear including use of GPS and Bluetooth signals to detect and track vehicle travel, and early experiments with bicycle and even pedestrian monitoring. Systems now in use outside the US detect the presence and movement of pedestrians via infrared sensing. So far, they are too expensive for anticipated US use.

Finally, Don Shamis discussed the beginning stages of development of the 2012 Work Program. Dialogue will begin shortly with major DVRPC constituents, and RCC should begin to finalize any input we'd like to make.

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
REGIONAL CITIZENS COMMITTEE  
HIGHLIGHTS AND RECOMMENDATIONS OF THE RCC ACTION TASK FORCE  
MEETING OF JUNE 15, 2010**

**PRESENT:** Bridget Chadwick, Ajay Creshkoff, Sue Herman, Bob Machler, John Pawson, Larry Menkes, Aissia Richardson, John Boyle, Jim Richardson, Warren Strumpfer, Andy Sharpe (citizens); Jane Meconi, Gastonia Anderson, Patty Elkis, Mary Bell, Karin Morris (staff)

**NJ10-25: Berlin Road, Gibbsboro Road and White Horse Road Streetscape Improvement Project, Camden County– Proposed New DEMO Project**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action NJ10-25, Lindenwold Township's request that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new DEMO project to the TIP, Berlin Road, Gibbsboro Road and White Horse Road, Streetscape Improvements Project (DB# D1009), and programming final design in FY10 (\$71,300 DEMO), and construction in FY11 (\$648,621 DEMO).

*Note: there was one "no" vote for this project, due to the DEMO funding.*

**PA09-105: Capital Asset Lease program (MPMS #59966), SEPTA– Federalizing**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action PA09-105, SEPTA's request to modify the FY2009-2012 TIP for Pennsylvania by federalizing the Capital Asset Lease Program (MPMS# 59966), removing \$24,127,000 of Act 44 "1514" from FY11 of the Capital Asset Lease Program, and replace with FTA Section 5307 funding available as a result of deferring three SEPTA projects: New Payment Technologies, MPMS# 60611 (\$16,000,000 Section 5307); Utility Fleet Renewal, MPMS# 59973 (\$2,800,000 Section 5307); Jenkintown Parking Garage, MPMS# 84642 (\$2,662,000 Section 5307), and low-bid cost savings from SMART Stations, MPMS# 70691 (\$2,665,000 Section 5307). Funding for the Capital Asset Lease program (MPMS# 59966), will be programmed as follows in FY11 (\$24,127,000 Section 5307/\$4,691,000 Section 1514/\$832,000 Local).

**Project Selection for TIGER (Transportation Investment Generating Economic Recovery) Bike and Pedestrian Trails in Pennsylvania and New Jersey**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board approve the list of projects selected for the Transportation Investment Generating Economic Recovery (TIGER) funds as follows:

**\$17.2 million TIGER funds in Pennsylvania:**

- Tidal Schuylkill River Greenway & Trail - TIGER (MPMS# 68067)
- Walnut Street Gateway Project - TIGER (MPMS# 74824)
- Schuylkill River Park Pedestrian Bridge - TIGER (MPMS# 81584)
- Schuylkill River Trail at Bartram's Garden (ECG) (MPMS# 90141)
- Schuylkill River Trail- Shawmont Ave. To MontCO Line - TIGER (MPMS# 90144)
- East Coast Greenway - 58th Street Connector Greenway - TIGER (MPMS# 90180)
- North Delaware Riverfront Greenway - TIGER (MPMS# 90482)

**\$5.8 million TIGER funds in New Jersey:**

- Pearl Street Bicycle/Pedestrian Enhancement - TIGER (DB#D1006)
- Martin Luther King Waterfront Connection - TIGER (DB#D1007)
- Pine Street Greenway Enhancement - TIGER (DB#D1008)

Further amend the FY2009 TIP for Pennsylvania (TIP Action PA09-104) and the FY2010 TIP for New Jersey (TIP Action NJ10-49) to add projects and associated TIGER funding noting that all Pennsylvania TIGER projects will be included in the FY2011 TIP for Pennsylvania which becomes effective October 1, 2010.

**FY 2010 Planning Work Program Amendment: Tri-County Water Quality Management Board (WQMB)**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board amend the DVRPC FY2011 Work Program to add changes to the tasks and budget amount for the project Tri-County Water Quality Management Board (#11-47-020) and authorize the Executive Director to enter into a grant recipient agreement with the New Jersey Department of Environmental Protection.

*Discussion: At a subsequent meeting, RCC members would like to discuss water quality and how it relates to DVRPC and regional planning. DVRPC staff will also follow up with the names of those on the WQMB.*

**FY 2011 Planning Work Program Amendment: Regional Comprehensive Economic Development Strategy (CEDS) Annual Evaluation and Update**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board amend the FY2011 Planning Work Program to create a separate project (#11-44-025) for the evaluation and update of the regional CEDS; shift \$50,000 from current FY 2011 work program project #11-44-020 (Economic Analysis and Coordination) to this new project; and authorize the Executive Director to enter into a grant recipient agreement with the U.S. Economic Development Administration (EDA) in the amount of \$50,000.

*Discussion: A committee will be convened for the update and an RCC member will be appointed to participate.*

**Fiscal Year 2011 Planning Work Program Amendment: Regional Planning for Transit Supportive Development**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board amend the FY2011 Planning Work Program to include Regional Planning for Transit Supportive Development.

*Discussion: DVRPC staff will report on this project at its completion. In addition, issues regarding implementation challenges and Level of Service (LOS) will be passed on to the project managers.*

**Annual Self-Certification of the Regional Transportation Planning Process**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board adopt Resolution No. B-FY10-013 certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing SAFETEA-LU, the Clean Air Act Amendments, and other federal legislation.

*Note: There were five abstentions.*

## **Pennsylvania Infrastructure Investment Authority (PENNVEST) Applications**

### **Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board authorize Executive Director to send a letter notifying PENNVEST that the funding applications in Delaware and Philadelphia Counties are consistent with the *Connections - The Regional Plan for a Sustainable Future*.

*Discussion: DVRPC staff noted that PENNVEST funding can be a mix of grants and loans. How these three particular projects will be funded will be determined as they are evaluated. The next PENNVEST board meeting is in July, and staff will follow up with how these projects were funded. Usually grants are given primarily to non-profit entities, while loans are supplied to for-profit companies.*