

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
JULY 13, 2010**

Present: Jim Richardson (Acting Chair); John Burkhardt, Warren Strumpfer, Larry Menkes, John Butler, Ray Rauanheimo, Dennis Winters, Sue Herman, Susanne Whitehead, Catherine Zukoski, Cheryl Tumola, Ernest Cohen, Elaine Cohen, Andy Sharpe, Bob Machler, John Pawson, Thomas McHugh, Bill Faltermayer, John Nacchio, Carol Butler, Wanda Stuart, Eugene Cipriani, Jerome Lutin, Mark Sanders (citizens); Jane Meconi, Candace Snyder, Rob Graff, Karen Lazarus (staff); Joseph Syrnick, Sandra Dungee (guest)

**APPROVAL OF MINUTES:**

The minutes of the June 15, 2010 RCC meeting were approved with the following comments:

Warren Strumpfer noted that two of his comments were not in the minutes: a request that the next public information meeting on DVRPC and the Long-Range Plan be held in a TCDI community and he wished to clarify that his statement regarding the latest LINK newsletter “think globally, act locally,” was directed towards citizen action, not to DVRPC.

**CHAIR’S REPORT:**

Aissia Richardson submitted the attached report.

**RTC REPORT:**

Warren Strumpfer attended the RTC meeting on July 6 and submitted the attached report.

**REPORTS FROM RCC REPRESENTATIVES TO OTHER COMMITTEES:**

Dennis Winters submitted the attached Regional Aviation Committee report.

**SPECIAL PRESENTATION: SCHUYLKILL BANKS: A BOLD NEW VISION FOR THE SCHUYLKILL RIVERFRONT**

Schuylkill River Development Corporation President Joseph Syrnick presented a variety of initiatives currently underway to redevelop the Schuylkill River waterfront from former industrial uses to public open space. Many cities across the United States have been looking to their rivers as opportunities to develop public spaces. The Schuylkill River Development Corporation is the lead agency in the redevelopment and revitalization of the tidal Schuylkill River. Its core mission is to integrate the tidal Schuylkill into the community and economic life of the region.

The Schuylkill Banks trail passes near four universities, Philadelphia’s Central Business District, four National Historic Landmarks, 27 neighborhoods, and 15 bridges. The goals for the Schuylkill Banks are to:

1. Improve Riverfront Access and Connections
  - Trail
  - Docks
  - Community Access

2. Create New Riverfront Attractions and Destinations
3. Encourage Market Driven Development: Public and Private Investments
4. Improve Physical Conditions and Brownfield Site Reuse

Mr. Syrnick highlighted the new trail head at MLK Drive near the Art Museum, as well as plans for a boardwalk and connections to the new South Street Bridge and to adjacent neighborhood parks. He also highlighted plans for the Grays Ferry Crescent, which is utilizing land that was a former Dupont laboratory. Brownfield remediation of the site was completed, and a greenway will be constructed that will connect to Bartram's Gardens and provide open space to the surrounding community.

Schuylkill Banks is also home to a variety of events and activities. People utilize the trail for commuting, exercise, and for taking part in events such as Fish Fest and movie night. There are also boat tour cruises and kayak tours. Usage of the trail has gone from 200 users per week in 2000 to over 16,000 per week in 2010. Mr. Syrnick noted that Schuylkill Banks is also working toward creating better pedestrian environments on the bridges that cross the Schuylkill River, such as JFK Boulevard.

*Discussion: There were some follow up questions related to whether the owners of brownfield sites pay for remediation, or whether Schuylkill Banks does. Additional information regarding traffic calming improvements on bridges spanning the Schuylkill was discussed, such as widening sidewalks, installing bollards, and changing signage.*

## **SPECIAL PRESENTATION: PARK WEST GREEN TRAILS INITIATIVE**

Sandra Dungee, President of the American Cities Foundation, presented an overview of projects and plans for the Park West community in West Philadelphia. The Park West Green Trails initiative is a blueprint for community based green development. The Park West plan is an initiative of the American Cities Foundation, which advocates for a national strategy to revitalize cities and improve quality of life for children and families. The boundaries of the community run from 48<sup>th</sup> to 63<sup>rd</sup> Streets and from Girard Avenue to Parkside Avenue in West Philadelphia.

Ms. Dungee listed the assets of the community, such as the Park West Town Center, the existence of well established community-based organizations, engaged and informed elected officials, and cultural and open space assets such as Fairmount Park, the Please Touch Museum and the Mann Center. However, the community does face many challenges, such as high unemployment, public health issues, underdeveloped business corridors, neglected infrastructure, and no comprehensive environmental strategy.

The overall goals of the initiative are to

- Spur economic growth in an underserved area of the city;
- Reclaim vacant and unused land;
- Incorporate green infrastructure and storm water management elements into development activities;
- Create new public spaces, greenscapes and access to Fairmount Park; and
- Engage adults and youth in environmental stewardship.

The Park West Initiative will:

- Create a framework for incorporating green infrastructure elements and green workforce development strategies into existing regional planning and development activities;
- In partnership with community-based organizations, continue and expand greening efforts within the Park West neighborhoods;
- Link Park West communities to green space and Fairmount Park; and
- Stimulate the creation and growth of local businesses, with an emphasis on green businesses.

The Park West Green Trails Initiative was awarded a PA Department of Conservation and Natural Resources Planning grant to design and establish phases for:

- Development of streetscapes and trails linking to Fairmount Park;
- Ongoing collaboration with public agencies for development projects related to transportation and infrastructure upgrades, commercial development and residential revitalization projects;
- Development of a comprehensive stormwater management plan for residential and business corridors and the identification of vacant lots for stormwater management;
- Establish “green teams” (green collar workforce) for transitional and permanent jobs related to energy conservation, corridor maintenance and landscaping;
- Establish a Green Council to provide technical assistance to businesses on green design, services and products, energy conservation and green development; and
- Develop a Green Schools program to address environmental literacy and career exploration.

*Discussion: Ms. Dungee noted that there is significant interest in promoting urban farming practices in the area.*

## **STAFF PRESENTATION: LOCAL ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTION PLANNING ASSISTANCE**

Rob Graff, Manager, DVRPC Office of Energy and Climate Change Initiatives presented how DVRPC is working with member governments in the region to develop guidance for identifying, prioritizing, and implementing cost-effective strategies to reduce energy demand and curb greenhouse gas (GHG) emissions in municipal operations. Cost-saving measures to reduce energy and greenhouse gas emissions have proven successful for local government operational sectors including buildings, fleets and wastewater treatment.

Understanding how and where energy is being used within municipal operations is the first step toward identifying and prioritizing strategies to achieve reduction goals. DVRPC's Office of Energy and Climate Change coordinates support, tools, and training for county and municipal officials that wish to reduce energy use in municipal operations, supporting the following three steps: 1) conducting analyses of energy use in government operations, 2) prioritizing actions to reduce energy use and 3) evaluating the costs and benefits of actions to reduce energy demand in operational sectors.

Three pilot communities (Camden County, Abington Township and London Grove Township) have been identified in the toolkit development. The toolkit is designed to provide municipalities content guided by municipal advisory group feedback as well as a locally-customized “starting point”. The tool kit will include step-by-step guidance for identifying and prioritizing cost-effective solutions for

energy and GHG emissions reductions. Also included are data collection sheets, calculators and links to external resources and funding opportunities.

For more information, visit [www.dvrpc.org/EnergyClimate](http://www.dvrpc.org/EnergyClimate).

*Discussion: RCC members questioned if there has been an impact on land use regulations in municipalities that would impact energy reduction, as well as opportunities for county governments to bring together local sustainability organizations. Mr. Graff highlighted some other initiatives such as an FHWA grant to pilot a model to identify vulnerable to climate change infrastructure and a block grant to retrofit commercial and residential buildings for increased energy efficiency.*

## **DVRPC WORK PROGRAM AREA OVERVIEW: OFFICE OF ENERGY AND CLIMATE CHANGE INITIATIVES**

Mr. Graff presented DVRPC's Office of Energy and Climate Change Initiatives, which leads, supports, and coordinates efforts to reduce energy consumption and greenhouse gas emissions in our region. DVRPC supports a goal to reduce regional greenhouse gas emissions 50 percent by 2035, which will put our region on track to achieve the latest scientific recommendation of an 80 percent reduction in greenhouse gas emissions by 2050, a reduction necessary to keep the impacts of global climate change within an acceptable range. Achieving this goal relies on a combination of energy efficiency, conservation, cleaner energy sources and changes in the way we organize our lives. DVRPC firmly believes addressing this issue now as a region will help our region's long-term economic competitiveness.

This program area currently encompasses the following major tasks:

- Regional greenhouse gas inventory, allocated to counties and municipalities: DVRPC released its regional greenhouse gas emissions inventory for Greater Philadelphia in March 2009. This inventory identifies local activities that generate greenhouse gases, and will help guide well-informed decisions for regional and local policies to reduce these emissions. DVRPC's Office of Energy and Climate Change will coordinate support, tools, and training for county and municipal officials that wish to reduce energy use in municipal operations.
- Provide tools and technical support to counties and municipalities in measuring and reducing energy use and greenhouse gas emissions.
- Integrate climate change and energy concerns throughout DVRPC activities: DVRPC's Office of Energy and Climate Change Initiatives will work with staff to integrate climate change and energy concerns into all appropriate aspects of DVRPC's work.
- Incorporating energy efficiency and greenhouse gas reductions into DVRPC's Long-Range Plan: DVRPC's Long Range Plan, *Connections*, approved by DVRPC's Board in July 2009, identifies Build an Energy Efficient Economy as one of the four key strategies critical to realizing a sustainable future for our region. In the plan, DVRPC outlines a regional goal to "Reduce greenhouse gas emissions by 50% while building an energy-efficient economy."
- Sea level rise planning: Climate change and sea level rise pose serious threats to human and natural communities that are likely to materialize regardless of the success of greenhouse gas mitigation efforts. DVRPC is working with its regional partners - through such programs as the EPA-sponsored Climate Ready Estuaries initiative - to begin the process of assessing and adapting to sea level rise impacts to reduce the vulnerability of coastal communities and natural ecosystems to the worst impacts of climate change.
- Preparing the region for alternative energy: Municipalities in the region want to prepare themselves to assure alternative energy production - such as solar, wind, and biofuel power

- are addressed in local ordinances. To facilitate this concern, DVRPC has convened the Alternative Energies Ordinance Work Group (AEOGW). The goal of the AEOGW is to bring together leadership from counties and municipalities in the DVRPC region to create model ordinance language related to alternative energy production and access.
- Energy-Efficient Traffic Signals and Streetlights.

For more information, visit [www.dvrpc.org/EnergyClimate](http://www.dvrpc.org/EnergyClimate).

## **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 discussed the need for additional dialogue with SEPTA on a variety of issues. It was noted that one could attend SEPTA public hearings, and that Aissia Richardson is on the SEPTA Citizens Advisory Committee and may have some insight into increased dialogue with the agency.

Staff Note: The Jenkintown station improvements are included in the regional Conformity Analysis, with a coding of 2020 O in the Draft TIP for PA. This represents that the project is expected to be “open” by the year 2020, and means that the air quality impact analysis was performed “Off-model”, similarly to other projects of this type. It is important to note that this process has been approved by the Transportation Conformity Interagency Consultation Group which includes representatives from US EPA, FHWA, FTA, PADOT, and PA DEP. It has been demonstrated that this project has a minimal impact on the regional air quality analysis, and has been shown to provide a reduction in mobile-source emissions.

The air quality impacts of the proposed SEPTA parking garage at Jenkintown have been analyzed and the results indicate that the emissions, or in this case the reduction in emissions, resulting from the project are so minimal that the analysis does not impact the regional emissions results. The inclusion of this project in the TIP does not impact regional conformity of the TIP or Connections Long-Range Plan.

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

John Pawson presented the following Work Program Proposal, which was adopted by the RCC as a Work Program Proposal recommendation:

#### **North Suburban Regional Rail Optimization Study**

Over the past three decades ridership on the six northern regional rail lines (Trenton, West Trenton, Fox Chase, Warminster, Doylestown and Norristown) has multiplied and at some stations, tripled or more.\* However, some passengers continue to drive through increasingly congested inner and middle suburban areas to certain inner stations\*\* or even all the way to Center City, with negative environmental effects.

An optimized network with more suitable schedules, services, and possible short extensions can change this for the better at realistic cost. A small step was taken in the inadequate Jenkintown Preferences study. This study was aimed at justifying and promoting passenger concentration at two stations. The opposite— limiting road travel by use of outlying stations— is more environmentally desirable and better meets environmental justice considerations.

The vague questions asked of the respondents in the Jenkintown study elicited responses such as “more frequent service” which are not quantifiable and thus not implementable. Passengers need to be asked specifically what schedules they need, and similar questions that produce implementable data.

Thus, the northern sector of six regional rail lines and many Regional Rail Division and two City Transit Division stations need to be treated as both a unit and in detail to improve the environmental impact of our transit system.

\* Examples of stations with large increases in passenger traffic: Woodbourne (from three weekday boarding to 514), Forest Hills (from 14 to 414), Trenton (321 to 1484), Pennbrook (101 to 551), Warminster (330 to 943), and Yardley (98 to 337).

\*\* Some drive-in stations: Jenkintown-Wyncote, Glenside, Lansdale, Fox Chase, Warminster, and on the City Transit Division, Frankford and Fern Rock.

Specific study needs:

1. Ascertain immediate schedule adjustments to maximize use of stations near the customers' homes instead of drive-in stations.
2. Determine short-range parking expansion, a relatively few and specific additional trains, and other improvements needed to support outward shift in parking locations.
3. Designated timed transfer at present rail-bus interchanges (Norristown, Lansdale, Bethayres) and potential for other bus-rail timed transfer interchanges.
4. As well as current passengers, Automobile commuters not using train service need to be interviewed.
5. Short-range service extension on existing rights of way should be identified as the final point of the study.
6. When completed, the western sector and other rail lines in the region may be similarly treated

[related to FY 2010 Regional Transit Planning Work Program studies: Pulse Scheduling and Commuter Sheds]

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

A meeting has been scheduled for August 18 at 10:30 AM in the Pennsylvania Conference Room at DVRPC for RCC members to develop Work Program Proposals for FY12. A notice will be sent to all RCC members in early August.

Kathryn Garza discussed a Work Program proposal regarding traffic control for construction projects on regional highways.

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

### Environmental Justice Work Group

Jane Meconi provided the following report on the first meeting of the DVRPC Environmental Justice (EJ) Work Group, held on June 29:

The goals of the EJ Work Group are:

- Actively engage EJ communities in regional transportation and land use issues;
- Provide an opportunity for EJ groups, DVRPC, and other regional partners in NJ and PA to have a continual dialogue on EJ issues in the region; and
- Promote resources and educate the region about what the role of the MPO is and how DVRPC contributes to the region.

DVRPC would like to enhance its outreach to the EJ community, develop partnerships, and develop a contacts list for future outreach opportunities, information dissemination, events, or for public participation in future planning projects.

Meeting participants discussed a number of issues facing EJ communities in the region, such as:

- EJ impacts that result from a cumulative effect from a variety of sources. Most communities support new development, but environmental costs need to be identified and/or mitigated, if necessary.
- The concept of planning deserts: communities that have not been addressed by planners and/or decision-makers.
- How do planners and community leaders make planning a priority for residents in distressed communities?
- What opportunities are there for individuals to organize in support for policies and priorities that would improve and enhance their communities, as opposed to organizing against something.
- Providing information to residents of an impacted area during the planning and development of a project, not just when construction begins.
- Opportunities for information sharing, and helping municipalities make better environmental decisions.
- How DVRPC can facilitate partnerships between the EJ community, the general public, government agencies and the academic community.

Next Steps for the Work Group include:

- Establish ongoing information outlet, such as a Google group or e-mail list. Meet as necessary and maintain dialogue.
- Ongoing contact list development.
- Develop 1-2 Work Program proposals for FY12 that are specifically related to an EJ issue (policy, region-wide study, or specific geographic location).
- Review DVRPC Degrees of Disadvantage methodology, and update as necessary.
- Investigate public health impacts as they relate to EJ, and possibly incorporate into a future

- Degrees of Disadvantage revision.
- Identify other best practices from other regional entities.
- Explore the relationship between Smart Growth and EJ; utilizing Smart Growth principles to positively impact EJ communities.
- Plan a larger fall event: a policy charrette, where invited stakeholders (and the public) can explore EJ policy issues in the region.

#### HUD Sustainable Communities Grant Program

Jerry Lutin noted that the HUD Sustainable Communities grant program was discussed at a recent DVRPC Board meeting, and a discussion regarding whether applications should be region-based or through the City of Philadelphia. The RCC passed the following motion:

The RCC:

Recommends that there should be a regional approach in seeking Sustainable Communities program grants and urges all DVRPC Board members to work toward this goal collaboratively rather than creating competition in the region.

#### Miscellaneous

Warren Strumpfer requested follow-up regarding Tri-County Water Quality Management Board membership, rescinded ARRA projects, a list of environmental justice projects from counties, and IREG minutes. RCC members also requested minutes from the most recent Regional Community & Economic Development Forum. Candace Snyder noted that all DVRPC Committee highlights are available on DVRPC's website. Jane Meconi noted that in September she will provide a Work Program Area overview on Environmental Justice and Public Participation.

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July 13, 2010  
RCC – Chair’s Report  
Submitted by Aissia Richardson

1. I attended the June 24 DVRPC Board meeting and presented the June 15 RCC recommendations the board.
2. DVRPC Transportation Improvement Program (TIP) Actions: RCC approved June TIP Actions
3. DVRPC Fiscal Year 2010/2011 Planning Work Program Amendments:  
Regional Comprehensive Economic Development Strategy (CEDS) Annual Evaluation and Update: RCC membership will be included on the CEDS committee. Follow up with RCC to determine who would like to represent and report back to RCC on CEDS committee.
4. DVRPC Annual Self-Certification of the Regional Transportation Planning Process  
Federal regulations require that the Metropolitan Planning Organization self-certify that the Regional Transportation Planning Process is carried out in conformance with applicable federal regulations. Staff will present its recommendation for Board adoption. I reported to the board there were quite a few abstentions from this at the RCC meeting. Follow up is needed to provide and overview to RCC about self-certification process. I would like to request a presentation on this to the RCC.
5. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Delaware County and Philadelphia  
Philadelphia requested \$25 million to plant 2500 trees at North Philadelphia Recreation Centers which translates into \$1,000 per tree. Rina Cutler explained the project includes tree trenches that will help with water retention and there is considerable engineering and design work associated with the project.
6. Election of Fiscal Year 2011 DVRPC Board Officers  
Elections will take place for the Fiscal Year 2011 DVRPC Board Officers. At this time nominations may be taken from the floor. Joe Hoeffel, Montgomery County representative, was elected as the new Board Chair.
7. Regional Citizens Committee (RCC) Report  
The activities from the RCC Meeting of June 15, 2010 will be reported to the Board.  
I related RCC concerns about rescissions of Federal funds and how to move projects forward in order not to lose funding allocated to the region. The RCC has requested a rescissions report to review how much funding has been lost and on which projects.  
I read the resolution about complete transparency at all stages of the planning process.

#### PRESENTATIONS

8. NJ 73 Corridor Study – presented by David Anderson
9. DVRPC Long-Range Vision for Freight – Presented by Ted Dahlberg
10. Executive Director's Report
  - a. Outgoing board chair Louis Cappelli was recognized
  - b. Pennsylvania House Transportation Committee Hearing- Barry shared his testimony
  - c. Launch Event for "Philly Homegrown – Real Local Flavor" – a project of Greater Philadelphia Marketing and Tourism Corporation that highlights fresh, locally grown food opportunities.  
<http://food.visitphilly.com/local/>
  - d. Economic Value of Open Space Study – Green Ribbon Commission planned to review benefits of open

space

e. New Jersey Association of Counties Presentation – Barry gave a power point presentation on June 17 that highlighted DVRPCs tools and technical assistance in New Jersey.

f. Sustainable Communities Program Grant – \$5 million HUD grant that caused much discussion among board reps about which entity should apply for funding, the MPO (DVRPC) or counties/cities. HUD is focused on distressed cities so Philadelphia intends to apply with potential partners such as Camden. PATCO also wants to be included for TOD project in Camden. Board members discussed if MPO representing region would be more suited to apply but because MPO does not implement projects, Philadelphia feels it is more appropriate that the funding request come from it rather than the MPO. Finally, HUD is discouraging multiple applications for projects from the same region. Barry and Rina will meet to discuss this issue further.

g. FY2012 Work Program Development – This fall is when the 2012 work program will be created.

#### 12. Committee Reports

a. Planning Coordinating Committee/ Regional Transportation Committee - Donald Shanis

b. Information Resource Exchange Group - Joseph Fazekas

c. Regional Community and Economic Development Forum - Richard Bickel

d. Regional Aviation Committee - Roger Moog

#### 13. One Minute Reports

Tom Jennings of Saul Ewing is the new co-counsel for Pennsylvania. Tim Carson, out going counsel for PA stated that this is his last board meeting in an official capacity but he plans to participate in the organization in other, perhaps as a volunteer, capacities.

## July 2010 RTC Report

Item-7 Sean Greene presented the Adoption of Conformity determination of the FY 2011-2014 TIP for Pennsylvania FY 2010-2013 TIP for NJ and the connections Long-range plan.

DVRPC has demonstrated Transportation Conformity, for the FY 2011 Pennsylvania TIP, FY2010 NJ TIP and Connections LRP.

Presentation Items:

### **OVERVIEW OF SEPTA'S ARRA PROJECTS**

Jeffrey Knueppel, Assistant General manager/chief engineer for SEPTA's engineering, Maint and construction Div presented an overview of transit projects underway throughout the SEPTA region that are being funded with ARRA Money.

The list of projects was quite impressive and presented a list of projects that are being done that otherwise wouldn't have been done. Chick Dougherty stated that SEPTA was impressive on their stimulus preparations and efficiency of actions.

### **ASSISTANCE TO LOCAL GOVERNMENTS FOR ENERGY EFFICIENCY AND GREEN HOUSE GAS REDUCTION**

Rob Graff gave an update on DVRPC's work to help municipalities make cost effective investments in energy-efficiency and greenhouse gas reduction. They are working on a tool kit for municipalities to use.

### **IMPROVING TRANSPORTATION SAFETY IN THE DELAWARE VALLEY**

Kevin Murphy stated that DVRPC's efforts to improve transportation safety are drawing national attention. He gave a brief overview so all RTC members know the resources available to them. He introduced a new publication, "Using crash Data to Improve Safety in the Delaware Valley".

Warren Strumpfer

**DVRPC**  
**Aviation Committee Meeting**  
**June 17, 2010**

The region is serviced by 22 Airports.

Belford consultant on four regional airport Automatic Weather Observation Systems (AWOS) and pavement improvements reported that New Jersey has put a hold on the projects even though these are considered high-value safety projects. NJDOT aviation officials have been replaced.

Continuous Airport Systems Planning (CASP) Program report: Despite less FAA funding for DVRPC aviation projects, several new FAA proposals to submit for systems planning at general aviation (GA) airports.

Automatic Dependent Surveillance-Broadcast (ADS-B) requirements will present GA airports financial problems over the next decade of implementation. ADS-B is a crucial component of the nation's Next-Generation Air Transportation System, and its implementation over the next 20 years will turn the NextGen vision into a reality. With ADS-B, both pilots and controllers will see radar-like displays with highly accurate traffic data from satellites – displays that update in real time and don't degrade with distance or terrain. The system will also give pilots access to weather services, terrain maps and flight information services. The improved situational awareness will mean that pilots will be able to fly at safe distances from one another with less assistance from air traffic controllers.

**Personal Note: Hopefully the loss of a Global Positioning Satellite won't lead to a blank screen!**

Regional plan calls for Willow Grove to service business/corporate traffic. 850 acres of the airport will be converted to other development. Regional aviation plan is not likely to be followed because of development pressure.

Airport Corporate Research Program (ACRP), report 31, headlines the growing congestion of corporate air travel in NE Corridor.

Shirley Loveless reported that at a recent Transportation Research Board (TRB) committee meeting Matt Coogan said intermodal planning was not taking place at the expense of most efficient travel options.

In the absence of FAA funding reauthorization; end of FY '11 new authorization, multiple extensions until then.

Waiting for Pennsylvania's 2011-2014 funding for PennDOT's aviation planning.

Concern expressed about impact on airports from solar, wind, and Marcellus shale development. Roger Moog said Williamsport and several other airports were already being affected.

Next meeting, September 16, 2010.

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
REGIONAL CITIZENS COMMITTEE  
HIGHLIGHTS AND RECOMMENDATIONS OF THE RCC ACTION TASK FORCE  
MEETING OF JULY 13, 2010**

**PRESENT:** Bridget Chadwick, Warren Strumpfer, Bill Faltermayer, Jim Richardson, Tom McHugh, Andy Sharpe, John Pawson, Dennis Winters, Larry Menkes, Jon Frey Bob Machler, Jerome Lutin, Dennis Fisher (citizens); Jane Meconi, Candace Snyder, Elizabeth Schoonmaker, Joseph Hacker, Greg Krykewycz, Mike Boyer (staff)

**Adoption of the DVRPC FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania**

**Comment for DVRPC Board:**

The RCC Action Task Force is greatly encouraged by the unusually strong public interest in the TIP and the consequent large number of public comments made.

We are able to support large parts of the program as stated except for the following items:

1. Jenkintown-Wyncote garage project, which should be deleted or at least totally deferred until further commuter-shed and ridership data for the subregion north of Philadelphia on all regional rail routes and at the two outlying rapid transit terminal stations is available.

Part of the region's air-quality standards non-conformance results from regional rail passengers' driving to stations that are not closest to their homes. The Jenkintown project can only exacerbate the pollution by adding more parking capacity to this inner location so as to draw still more passengers away from their home stations.

Under Environmental Protection Agency rule CFR parts 51 and 93, a prospective transit agency system improvement cannot cause an increase in emissions. Therefore any TIP which contains the Jenkintown garage project may bring EPA intervention.

2. We cannot support other non-critical station projects at this time (Paoli, Levittown, East Falls, Roslyn, and Secane) because capital funding is scarce and should only be spent on essentials. The comments of John Pawson (A117 on pages 135-6) further discuss these issues.

RCC concurs with the comments of John Boyle, Bicycle Coalition of Greater Philadelphia (A1, A2, A4, A9, A17 through A21, A97, A101, A103, A105, and A126).

RCC also concurs with the comments of Aissia Richardson (A93, A96, A98, A102, and A105).

RCC also concurs with the comments of Bridget Chadwick (A111 on page 34).

3. We cannot support the 69th Street Intermodal Parking Garage Project (MPMS #87176 on draft TIP page 324), which is to be built above the current parking lot at the location at the end of the Market Frankford rapid transit line where Red Arrow railcars and buses depart outward.

Persons who now make either leg of a transit trip through 69th Street Terminal would be enabled to abandon use of transit on one link of the trip or the other in favor of driving to the new garage, Driving part way instead of taking transit all the way would have all of the deleterious effects cited elsewhere".

4. We cannot support the unfunded TIP project 64781– Swamp Road Culvert at Penns Woods Road, Bucks County, which would exacerbate existing unsafe traffic conditions.

**PA09-108: Stone Arch Rehabilitation (Group F) (MPMS# 89018), Chester and Delaware Counties– Proposed New Project**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action PA09-108, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP and programming construction in FY10 (\$2,274,000 Bridge/\$569,000 State) and FY11 (\$3,646,000 Bridge/\$911,000 State) for Stone Arch Rehabilitation (Group F) (MPMS #89018), as part of PennDOT's Accelerated Bridge Program.

**PA09-109a: Lehigh Avenue East Signal Modernization Project (MPMS# 57893), Philadelphia– Add Final Design Phase**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action PA09-109a, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase in FY10 (\$168,000 CMAQ/\$42,000 Local) for Lehigh Avenue East Signal Modernization Project (MPMS# 57893).

**PA09-109b: Quakertown Joint Closed Loop Signal System Project (MPMS# 57635), Bucks County– Add Final Design Phase**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action PA09-109b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding a final design phase in FY10 (\$88,000 STP/\$22,000 State) for Quakertown Joint Closed Loop Signal System (MPMS# 57635).

**NJ10-33: Laurel Springs Streetscape Improvement Project (DB# D0901), Camden County– Add Back In**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board NOT approve TIP Action NJ10-33, due to the project's DEMO funding status.

**NJ10-32: Bicycle Facilities and Street Lighting, Haddon Heights (DB# D0905), Camden County– Add FD Phase**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action NJ10-32, the Borough of Haddon Heights's request to modify the FY2010-2013 TIP for New Jersey by programming a final design phase for Pedestrian and Bicycle Facilities and Streetlighting in Haddon Heights (DB #D0905), in FY10 (\$25,000 DEMO), Additionally, decreasing the \$277,000 DEMO construction phase by \$25,000 DEMO in order to provide funding for the final design phase. \$252,000 DEMO will be shifted to FY11, and is expected to fully cover the construction cost.

**PA09-110: Chester Waterfront Rail Crossing--Townsend (MPMS #TBD), Delaware County – Proposed New Project**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action PA09-110, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new railroad crossing project to the TIP, Townsend Avenue Grade Crossing (MPMS# 90620), and programming \$277,000 Statewide Discretionary Economic Development funds for construction, acknowledging a toll credit match, in FY10. Further, reprogram the following: (1) Highland Avenue Grade Crossing (MPMS# 90473) - \$310,000; (2) Flower Street Grade Crossing (MPMS# 90477) - \$300,000; (3) Norris Street (1) Grade Crossing (MPMS# 90478) - \$269,000, and (4) Norris Street (2) Grade Crossing (MPMS# 90480) - \$344,000.

**Adoption of Conformity Determination of the FY 2011-2014 TIP for Pennsylvania, FY 2010-2013 TIP for New Jersey and the Connections Long-Range Plan**

**Comment for DVRPC Board:**

The RCC Action Task Force recommends that the DVRPC Board adopt Resolution B-FY11-001 approving the conformity finding of the *Connections* Long-Range Plan and the FY 2011 Pennsylvania and FY 2010 New Jersey Transportation Improvement Programs (TIPs). The RCC asks that EPA consider the possibility that the following projects: Jenkintown-Wyncote Station Parking Garage, Market-Frankford 69<sup>th</sup> Street Terminal Parking Garage, Paoli, Levittown, East Falls, Roslyn Regional Rail Stations and the Swamp Road Culvert at Penns Woods Road project may increase pollution. The RCC has concerns that PENNDOT's Pennsylvania Community Transportation Initiative (PCTI) projects are not included in the TIP, and are therefore not subject to conformity.