

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MAY 18, 2010**

Present: Aissia Richardson (Chair); Larry Menkes, Kathryn Garza, Jim Richardson, Warren Strumpfer, Ray Rauanheimo, Dennis Winters, Elaine Cohen, Ernest Cohen, Andy Sharpe, Catherine Zukoski, John Boyle, John Nacchio, Bob Machler, John Pawson, Lorraine Brill, Bridget Chadwick, William Faltermayer, Ajay Creshkoff, Chip Crider, Adam Bauser, Christian Regosch, Wanda Stewart (citizens); Candy Snyder, Jane Meconi, Jesse Buerk, Michael Boyer (staff);

APPROVAL OF MINUTES:

The minutes of the April 13, 2010 RCC meeting were approved as mailed.

CHAIR'S REPORT:

Aissia Richardson submitted the attached report.

RTC REPORT:

Jim Richardson submitted the attached report.

REPORTS FROM RCC REPRESENTATIVES TO OTHER COMMITTEES:

Warren Strumpfer reported that he attended the New Jersey Subcommittee for the RTC. The main point of discussion was funding and he noted that the trust fund is currently at \$0; priorities for any funding will go to safety, fix-it-first, and maintenance .

STAFF PRESENTATION: FITTING THE PIECES TOGETHER: IMPROVING TRANSPORTATION SECURITY PLANNING IN THE DELAWARE VALLEY:

Jesse Buerk, DVRPC Transportation Planner, presented a recent report written by DVRPC entitled *Fitting the Pieces Together: Improving Transportation Security Planning in the Delaware Valley*. The purpose of the report was to provide an overview of transportation security planning in the region, and to increase communication about an integrated approach among professionals in transportation security planning with other members of the transportation and planning communities. This report is also the basis for strengthening DVRPC's work in transportation security planning as required by federal regulations.

Transportation security planning involves preventing criminal or terrorist acts when possible, being prepared, expediting responses and aiding recovery. There are many types of hazardous events that would collaboration among agencies to minimize negative effects. Entities that would be involved would include emergency responders, public sector staff and elected officials, highway engineers, transportation planners and other planners.

Contents of the report include defining transportation security planning, approaches within the Delaware valley, and next steps. Appendices include available grant opportunities, acronyms and terms, and references for further information.

The report highlights different security strategies for different types of projects, such as road projects, bus and train, bridges, ITS and Operations, bicycling and walking facilities, land use planning and environmental planning. DVRPC's role can be to foster communication, more closely link security planning and long-term transportation planning, support planning for a resilient, well-maintained transportation network to increase security and to provide technical support as requested.

Next steps include participating in regional exercises, providing a regional perspective in other committees, working with TIP project sponsors and member agencies as requested, and potentially holding regional coordinating meetings, if requested.

Discussion: RCC members noted the leading edge work being done by DVRPC in this area, and its necessity for the region. There was discussion regarding safety and crowded SEPTA trains at major events

DVRPC WORK PROGRAM AREA OVERVIEW:

In order for RCC members to learn more about specific DVRPC Work Program areas of interest, DVRPC staff will be invited on a continuing basis to provide an overview of his/her particular Work Program area.

DVRPC Office of Long-Range Planning & Economic Coordination

Manager: Michael Boyer

Staff: Mary Bell, Sean Greene, and Brett Fusco

Mike Boyer reported that the Office of Long-Range Planning and Economic Coordination has three primary responsibilities: long-range planning for the region, air quality planning, and economic coordination. Work in the Office emphasizes three main tasks: ongoing data collection and analysis; development of regional policies and strategies; and collaboration with elected officials, regional stakeholders, and the public.

The Long-Range Plan program is responsible for developing a regional vision for the future and identifying strategies to attain the vision. Long-range plan staff interact with virtually every other office at DVRPC for this effort. The long-range plan serves as a framework for other DVRPC programs and is updated every four years. The plan involves many components including performance monitoring (the Tracking Progress project), scenario planning (Making the Land Use Connections, Plan vs. Trend outcome scenario), and public outreach activities (the Link newsletter, focus groups, public meetings). The emphasis this year has been on implementing the plan by developing various outreach documents and meeting with stakeholders. The Planning at the Edge Forum, which provides coordination with adjoining Metropolitan Planning Organizations, has been revived this past year.

The Air Quality program consists of a technical and an educational track. The technical track focuses on air quality conformity activities and analyzes the impact of TIP and long-range plan transportation projects on the region's air quality, as required by the Clean Air Act. The educational track works with other partners to improve air quality by providing a daily air quality forecast and encouraging activities that reduce air pollution. DVRPC also administers the Sustainable Skylines project which brings various public and private agencies together to improve air quality in the region.

The Economic Coordination program focuses on collaborating with and acting as a facilitator to the numerous economic development agencies in the region. This past year staff co-authored The Greater Philadelphia Economic Development Framework, which was adopted by the U.S. Department of Commerce, Economic Development Administration on September 30, 2009, as the region's Comprehensive Economic Development Strategy (CEDS). Staff is also responsible for administering the CEDS. A report on eco-enterprises in the region is forthcoming and will provide an inter- and intra-regional benchmark for future growth in this sector. The Regional Community and Economic Development Forum provides a venue for regional information-sharing and collaboration.

Discussion: Mike Boyer noted that the next DVRPC Regional Community and Economic Development Forum meeting is scheduled for June 3, 2010 at 10 AM at DVRPC's Conference Center. Items currently on the agenda include a panel discussion on the State of the Economy, and update on the status of the Community and Economic Development Framework and the HUD Sustainable Communities Planning Grant Program. Seating is limited. Please R.S.V.P. by Friday, May 28, 2010 by contacting Mary E. Bell, DVRPC Manager of Demographic and Economic Analysis at (215) 238-2841 or mbell@dvrpc.org. RCC members also discussed Air Quality planning issues. Mike Boyer noted that the air quality standard has been tightened twice, after it was found that current standards did not do a good enough job of protecting public health. While the air is getting cleaner, it is becoming harder and harder to meet the standard.

Ajay Creshkoff requested that the following be included in these minutes:

The Connections Plan continues to believe that "a sustainable future" for the region is achievable (provided the "blueprint" is carried out. This hypothesis is challengeable for a number of reasons including: trends in consumption of resources, including energy use; viewing the region as though it is an independent entity; etc. A goal of "a sustainable future" is an aspiration. "A more sustainable future" would be more correct.

The "Implementing Connections" guide for municipalities is a step forward in pulling together dimensions of municipal planning and DVRPC Programs and Services, the latter including the Municipal Implementation Tool brochures. Serious consideration should be given to augmenting such brochures or "how to" guides on management topics related to long-range planning implementation and including a revised Chapter 7 in Connections, referencing the new guide. Suggestions that related to the above plus other background material and recommendations are found in papers previously distributed to the RCC and DVRPC staff by Mr. Creshkoff, including the June 29, 2009 Memo re: Connections: the Regional Plan for a Sustainable Future"; August 13, 2009, "Issues of Primary Concern"; October 13, 2009, "letter to R. Bickel, Director, Division of Planning"; November 17, 2009, "Proposal for Consideration at RCC Meeting"; and March 2010, "Guidelines for Project Planning and Implementation.

STAFF PRESENTATION: CONNECTIONS UPDATE:

Mike Boyer presented an update of *Connections* activities since DVRPC's adoption of the Plan in July 2010. Mr. Boyer noted that the public outreach related to developing the plan was the largest to date, and continues as DVRPC strives for grassroots buy-in for the plan's four key principles, and that the long-range plan contained many other issues, such as rising energy costs, food production and climate change. The final plan was published, and an eight page summary brief was developed for distribution. An "Implementation Guide for Municipalities" was recently released, which highlights strategies for municipalities to utilize as the region strives to meet the plan's goals.

Currently, staff is working on modeling scenarios, the Plan scenario and the Trend scenario. The next iteration of "Tracking Progress" will begin this summer, which begins the process of collecting data on how the region is moving as the cycle for developing the 2040 Long-Range Plan commences.

Discussion: There was general discussion related to the term 'sustainability' and its definition. Mike Boyer responded that the Connections utilizes the Brundtland definition of sustainability. Members also discussed funding issues and how they impact the goals of the long-range plan. Mike Boyer noted that staff is investigating the development of another implementation guide that focuses particularly on funding. Jane Meconi announced that as part of public outreach for Connections, as well as to grow the Regional Citizens Committee, there will be a special external RCC meeting on June 9, 2010 at 6 PM at the Saturday Club in Wayne, PA. Mike Boyer will present Connections and DVRPC staff will introduce the MPO and opportunities for the public to get involved in regional planning, particularly through membership to the RCC. This will be the first of several meetings across the region. It was also noted that the City of Philadelphia will be hosting a series of meetings to discuss the city's long-range plan. The first is scheduled for June 1 at the Please Touch Museum at 6:30 PM.

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.

An announcement was made at the meeting regarding the public comment period for the FY 2011 TIP for Pennsylvania and Transportation Conformity, which begins on June 1, 2010. There will also be a meeting to gather comments on June 10, 2010 at 4 PM at DVRPC's offices. Additional information is forthcoming. All comments must be received by June 30, 2010.

Long-Range Plan Task Force:

There was discussion regarding groups with an interest in restoring train service on the Newtown Line, and a discussion of the Jenkintown parking garage process. Andy Sharpe noted that the Delaware Valley Association of Rail Passengers (DVARP) believes that garages are in the best interest of riders and increasing suburban ridership. Bridget Chadwick noted that bus service to regional rail stations are never fully addressed and how service changes/increased frequency may impact regional rail users. John Pawson noted that he came up with the numbers presented below; no data came from any other source.

ACTION TAKEN BY THE RCC:

We believe that the DVRPC Board should seek to avoid concentrations of capital expenditures, facilities, service levels and station-area automobile traffic at a few locations. A larger number of much lower-cost, interrelated infrastructure and service improvements at diverse locations will soon bring a more capable and efficient transportation system. In the meantime, we urge a moratorium on construction of regional rail parking garages in

favor of return to just-in-time incremental and economical expansion of the current parking stock.

The RCC welcomes DVRPC's participation in the Jenkintown-Wyncote Region Commuter Preferences and Parking Needs Study. Beginning in that neighborhood, discussions have expanded concerning how our rail system and its parking should best develop and expand to meet our needs at a time of difficult energy and environmental issues.

Data from that study in conjunction with other data show that:

1. Jenkintown and Glenside stations, which have much higher service levels than surrounding stations, have diverted some 400 passengers from those other "home stations."
2. The largest diversion is from stations of the Warminster line, about 134. Since 1976, Warminster line service levels have been reduced from 50 weekday trains to only 43, despite large increases in tributary population. This reduction matches the 14% average cut on all regional rail lines which were operated then and now. As we know, only one line (to the Airport) has been added while five others have been partly or completely discontinued.
3. Peak service levels in several cases do not meet the minimal requirements of SEPTA's service standards, every 30 minutes in the peak traffic direction during peak travel hours.
4. A projected parking garage near the present Jenkintown-Wyncote station would increase the parking supply there to further divert passengers from nearby stations. The cost would approximate \$100,000 per added parking space. Currently, extensions of existing parking lots can cost about \$5000 per space. In fact, some surrounding stations with low service levels have a total of about 200 vacant paved spaces which are now available for use.
5. The average number of parking spaces added yearly on four nearby lines has declined, according to a map from the Montgomery County Planning Commission. In the 1993-2009 period, an average of 163 spaces was added annually. Over the last four years, that average has declined to 44 new spaces yearly.

Work Program Task Force:

Warren Strumpfer noted that the purpose of the Work Program Task Force is to prepare RCC recommendations to the DVRPC Work Program, and vet RCC member ideas. RCC members should create presentations for the task force to promote issues that the RCC may want to discuss.

Ajay Creshkoff requested the following be included in these minutes: What more can be done (fresh approaches) to improve planning and implementation performance and results (measurable outcomes), working with elected officials and their planning and implementing staff as well as with the public? Should DVRPC develop a more detailed plan for accomplishing this coordinated strategy, with goals established on a time horizon, with defined inputs and products? Should this be a part of the FY 2011 Work Program?

OLD BUSINESS/ NEW BUSINESS:

Ajay Creshkoff submitted a report from the March 17, 2010 DVRPC Breaking Ground Conference (attached). Other attendees will submit their reports next month.

Warren Strumpfer wished to thank Barry Seymour for sending a letter of support for bike/ped accommodations on the Scudders Falls Bridge.

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.

May 18, 2010
RCC – Chair’s Report
Submitted by Aissia Richardson

1. I attended the April 22 DVRPC Board meeting and presented the April 13 RCC recommendations the board
2. INFORMATION ITEMS

Regional Infrastructure Improvement Zones (RIIZ) - Revisions and Status Update

The proposed Senate Bill to amend the IRS Code to provide federal tax deductions for contributions to designated RIIZ infrastructure improvements is nearing introduction by Senator Arlen Specter. In response to concerns raised by the Board in December 2009, revisions to the draft bill have been made. Representatives from the National Association of Regional Councils (NARC) will attend the Board meeting to summarize the proposed bill and the changes made, as well as respond to questions.

The board approved DVRPC supporting RIIZ as proposed by OKI (Ohio-Kentucky-Indiana) MPO Executive Director representing NARC after much discussion and a little advocacy on the part of nonvoting board members.

3. Executive Director's Report

 - a. Pennsylvania Transportation Funding – I-80 tolling denied by Feds
 - b. New Jersey Transportation Funding –
 - c. Connections Plan Municipal Implementation – Draft shared with board
 - d. Food System Plan Competitive Grants – RFP announced at the meeting. See DVRPC website for details
 - e. DVRPC Annual Dinner – May 20

RTC Report
May 11, 2010
Jim Richardson, RCC Representative

The RTC recommended board approval for all **TIP and work plan** items with limited discussion.

The committee also saw presentations on campus development at Penn and on TIGER funding for bike trails.

Anne Papageorge and Mark Kocent from the University of Pennsylvania presented the **Penn Connects** development plan to manage growth on the Penn campus over the next 20 years. The plan emphasizes multi-modal transportation, pedestrian safety and bicycle pathways and parking/locking facilities. Of special concern were high-travel areas in and out of the growing medical complex in the southwest area of campus.

Steve Buckley from Philadelphia Office of Transportation and Utilities presented **TIGER** funded programs recently awarded to Philadelphia and Camden, which support completion of seven additional bike and pedestrian trail segments of the Schuylkill River Trail and East Coast Greenway in Philadelphia and three segments in Camden near the Ben Franklin Bridge, Wiggins Park Promenade and along the Cooper river. There was extensive competition nationally for these grants and Steve presented the idea that Philly and Camden were selected based at least partly on the strength of applications that integrated the needs of the region, not just the municipalities.

In a piece of good news for environmentally conscious members, PennDOT described progress on linking planning activities with **NEPA** requirements through the use of a new design manual, an enhanced asset management system and better LRP guidance.

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL CITIZENS COMMITTEE
HIGHLIGHTS AND RECOMMENDATIONS OF THE RCC ACTION TASK FORCE
MEETING OF MAY 18, 2010**

PRESENT: Aissia Richardson, Bridget Chadwick, Bill Faltermayer, Dennis Winters, John Boyle, Jim Richardson, John Pawson, Larry Menkes, Lorraine Brill, Warren Strumpfer, Andy Sharpe, Bob Machler (citizens); Jane Meconi, Gastonia Anders (staff)

PA09-99: Silo Hill Road over North Branch Neshaminy Creek Bridge Rehabilitation Project (MPMS #85465), Bucks County– Proposed New Project

Comment for DVRPC Board:

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action PA09-99, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Silo Hill Road over North Branch Neshaminy Creek Bridge Rehabilitation Project (MPMS# 85465), and programming construction in FY10 (\$225,000 State/\$56,000 Local) in order to reimburse Bucks county for the emergency rehabilitation of the bridge.

PA09-100: Chester Waterfront Crossings (Various MPMS #s), Delaware County– Proposed New Discretionary Projects

Comment for DVRPC Board:

The RCC Action Task Force recommends that the DVRPC Board approve TIP action PA09-100, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding four new Chester Waterfront Rail Crossing projects to the TIP, funded with \$1,500,000 Statewide Discretionary Economic Development funds additional to the region:

Highland Avenue Grade Crossing (MPMS# 90473) - \$467,000
Flower Street Grade Crossing (MPMS# 90477) - \$607,000
Norris Street (1) Grade Crossing (MPMS# 90478) - \$251,000
Norris Street (2) Grade Crossing (MPMS# 90480) - \$175,000

Note: there was one "no" vote for this project, and one abstention. There was discussion related to the comprehensiveness of planning for this area.

PA09-101: Lehigh Avenue, Ridge Avenue to Broad Street, Signal Improvement Project– Add Final Design

Comment for DVRPC Board:

The RCC Action Task Force recommends that the DVRPC Board approve TIP Action PA09-101, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by programming a final design phase in FY10 (\$360,000 CMAQ/\$90,000 Local) for Lehigh Avenue, Ridge Avenue to Broad Street, Signal Improvement Project (MPMS# 62717).

Further, the RCC Action Task Force recommends that bus shelters be equitably distributed along major transit routes throughout Philadelphia as the city reviews its new street furniture contract.

NJ10-47: Reprogramming of Local Funds Available to the New Jersey Subregion, Various Counties

Comment for DVRPC Board:

The RCC Action Task Force recommends that the Board approve TIP Action NJ10-47, to accept funding recommendations of the New Jersey Subcommittee of the RTC for project funds available in the DVRPC New Jersey Subregion, to be detailed at the May 27 2010, DVRPC Board meeting

FY 2010 Planning Work Program Amendment: South Jersey Bus Rapid Transit Modeling Support

Comment for DVRPC Board:

The RCC Action Task Force recommends that the DVRPC Board amend the DVRPC FY 2010 Planning Work Program to include the South Jersey Bus Rapid Transit Modeling Support project.

Fiscal Year 2010 Planning Work Program Amendment: Scudders Falls Bridge Toll Diversion Study

Comment for DVRPC Board:

The RCC Action Task Force recommends that the DVRPC Board amend the DVRPC FY 2010 Planning Work Program to include the Scudders Falls Bridge Toll Diversion Study..

OTHER BUSINESS:

Jane Meconi announced that the Draft FY 2011 Pennsylvania TIP and associated Transportation Conformity will be released for public comment from June 1 to June 30,

2010. There will be a public meeting for comments on June 10, 2010 at 4 PM at DVRPC's Conference Center.

Additionally, for the first time, comments can be made online as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. Click on the "Submit a comment on the Draft DVPRC FY2011 TIP for Pennsylvania" button to make general and project specific comments.

SUBJECT: "BREAKING GROUND" WORKSHOP, MARCH 17, 2010

FROM : AJAY J. CRESHKOFF, DVRPC/RCC

The workshop on "Building Livable Communities in Greater Philadelphia" at the Union League, Philadelphia, PA. on March 17th provided an opportunity for local planning partners, practitioners, developers, and decision-makers to share successful implementation and other experiences, and to draw lessons from them. Available to the participants was a paper I prepared entitled "Guidelines for Project Planning and Implementation" (6 pp.).

Every community and its neighborhoods have problems or problem area that need to be addressed, understood, and properly identified and defined. When opportunities are found for their solution or reduction by means of a program or project approach, the "best" planning, management, and implementation practices, to achieve success or the best possible outcomes are recommended.

"Trial and error" approaches squander scarce financial resources, but also human and organizational resources, energy, and time. In a world of growing challenges to environmental sustainability, time has become increasingly significant.

How identify the "best practices" in planning, managing, and implementing projects? How accomplish this in the "real" world of institutional, political, organizational, financial, and time constraints?

Workshop participants were not asked these questions, nor others in the "Guidelines" paper. What are the elements of a "sound implementation plan"? How measure and rate implementation performance?

A final question, should partners in planning, managing, and implementing projects find a way of coming together to develop shared guidelines designed to strengthen these overlapping and interconnected processes?