New Directions in Public Participation in the Greater Philadelphia Region

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DVRPC and Title VI, Environmental Justice (EJ), and Public Participation

DVRPC follows federal mandates regarding Title VI, EJ, and Public Participation.

- Implement Title VI of the Civil Rights Act of 1964 by assuring that all residents of Greater Philadelphia are represented fairly and not discriminated against in the transportation planning and capital investment process.

- Assure that EJ, as outlined by the 1994 President’s Executive Order, is integrated into DVRPC’s planning and outreach practices. EJ is defined as the fair treatment and meaningful involvement of all people in the planning process, as well as the implementation, and enforcement of environmental laws, regulations, and policies.

- Public Participation federal mandates include:
  - Adequate public notice of activities and comment periods; convenient and accessible public meetings;
  - Timely notice and reasonable access to information, including via internet;
  - Employment of visualization techniques;
  - Solicitation and consideration of the needs of the traditionally underserved.
Perspective

The Commission consistently strives toward a more inclusionary and participatory regional planning process.

- Information, and opportunities for participation should be early, often, and ongoing.

DVRPC believes that environmental justice should be inherent to all work completed by the Commission and should be incorporated into all of DVRPC’s programs, plans, and public participation activities.
Inform, Educate, Collaborate, Participate
Inform, Educate, Collaborate, Participate

www.twitter.com/DVRPC
www.dvrpc.org
DVRPC Committees
Publications and Reports
DVRPC e-newsletter
Media Releases
Events
Regional Listening Sessions
Public Comment Periods
Public Outreach for specific projects
Partnering with other agencies
Resource Center
LONG-RANGE PLAN DEVELOPMENT

Assess Trends and Forecasts

Develop a Vision for the Future

Identify Strategies to Achieve the Vision

Public & Stakeholder Outreach

Implement the Plan
REGIONAL TRENDS:
SLOWING GROWTH...

Regional Population (1900 – 2035)

DVRPC Forecast
REGIONAL TRENDS:
...BUT RAPIDLY INCREASING LAND CONSUMPTION

The rate of land developed increased at five times the rate of population growth over this 80-year period.

1930:
- 3.3 million people
- 222,000 acres developed

1970:
- 5.1 million people
- 641,000 acres developed

2010:
- 5.6 million people
- 970,000 acres developed
2040 POPULATION FORECAST
GROWTH AT THE PERIPHERY
2040 EMPLOYMENT FORECAST
A HOLE IN THE DONUT

Forecasted Change in Employment
Percent Change: 2010 - 2040

Below 0%
0% - 12%
13% - 29%
30% - 59%
Above 60%

Source: Delaware Valley Regional Planning Commission, September 2012
REGIONAL TRENDS: TRANSPORTATION IMPACTS

Change in Population, Employment, Developed Land, Vehicles, Annual Vehicle Miles Traveled (VMT), and Transit Ridership (1980-2009)

REGIONAL TRENDS:
THE 20TH CENTURY COMMUTE
REGIONAL TRENDS: 
THE 21ST CENTURY COMMUTE
FRAMEWORK FOR A MORE SUSTAINABLE FUTURE

CORE PLAN PRINCIPLES

- Manage Growth & Protect Resources
- Create Livable Communities
- Build an Energy-Efficient Economy
- Modernize the Transportation System
2035 Land Use Plan

Land Use Categories
- Existing Development
- Future Growth
- Greenspace Network
- Rural Conservation Lands

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KEY STRATEGIES TO
MANAGE GROWTH & PROTECT RESOURCES

Preserve Open Space

Encourage Compact, Centers-Based Development

Promote Infill Development
KEY STRATEGIES TO CREATE LIVABLE COMMUNITIES

Update Zoning Codes

Enhance Community Design Standards

Encourage Transit-Oriented Development

Support Community Green Infrastructure
KEY STRATEGIES TO BUILD AN ENERGY-EFFICIENT ECONOMY

- Produce Energy with Less CO₂
- Prioritize Investments to Serve Key Sectors & Locations
- Reduce Energy Demand Through More Compact Land Use Patterns
GREENHOUSE GAS EMISSIONS INVENTORY


- < 6.5
- 6.5 - 7.5
- 7.5 - 8.25
- 8.25 - 9
- 9 - 11
- > 11

Map showing emissions data for different counties and cities.
Regional Policy Framework
Transportation investments are linked to long-range planning goals and selected based on quantitative analysis, with emphasis on:

- **Multi-Modal Network**
  Integrate transit, highway, bicycle & pedestrian, freight and passenger facilities to serve transportation needs.

- **Context Sensitive Design**
  Solutions emerge from local concerns, needs, and conditions.

- **Community Development**
  Leverage transportation investments to rebuild communities.

- **Fix-It First**
  Funding constraints prioritize maintenance and operation of existing network.
A GROWING PROBLEM:  
BY THE NUMBERS

$1.4 Billion - Amount spent each year in the TIP

$2.5 Billion – Amount we should spend each year in the TIP

$5 Billion – Current unfunded SEPTA project needs

$22 Billion – Projected amount to reconstruct I-95

$36 Billion – Total road & bridge funding in medium scenario

$77 Billion – Total road and bridge needs in the region
HOW DID WE GET HERE?

- FAILURE OF ACT 44: SEPTA lost 25% of capital budget
- IMPROVING FUEL EFFICIENCY: 50 MPG is good, but...
- FEAR OF TAXES: Federal and state gas taxes fixed since 1990s

Monthly Gas Tax Paid by Average Driver in Pennsylvania (2010 Dollars)

Source: TFAC
Highway Trust Fund Deficit

- $0  1957-2007

- $53 Billion  2008-2012

Source: Federal Highway Administration
STRIVING (BUT FAILING) TO KEEP UP

2002 Worldwide Ranking of U.S. Infrastructure Quality

2011 Worldwide Ranking of U.S. Infrastructure Quality

Source: World Economic Forum
INFRASTRUCTURE SPENDING AS A PERCENTAGE OF GDP

Source: The Economist
LAGGING BEHIND PEER REGIONS

Transit Capital & Operating Funding From Local Sources per Capita

- New York: $182.69
- Los Angeles: $95.91
- Boston: $95.27
- Washington: $87.66
- Chicago: $87.53
- Houston: $75.41
- Miami: $74.95
- Atlanta: $65.26
- Dallas: $63.46
- Philadelphia: $17.60
FUNDING OUR FUTURE
LANE MILES RECONSTRUCTED AND RESURFACED BY 2040

Need
• $19 billion

Available
• $11 billion
  (in Medium Scenario)
FUNDING OUR FUTURE
NUMBER OF BRIDGE PROJECTS BY 2040

Need
• $58 billion

Available
• $15 billion
  (in Medium Scenario)
FUNDING OUR FUTURE
MILES OF MIXED-USE TRAILS BUILT BY 2040

Low Scenario
• 82% Complete

Medium Scenario
• 92% Complete

High Scenario
• 100% Complete
FUNDING OUR FUTURE
TRANSIT IMPROVEMENTS 2014-2040 BY SCENARIO

LOW FUNDING SCENARIO
- Basic maintenance and safety priorities; No new trains
- Larger projects are delayed; Service may be compromised
- South Jersey Bus Rapid Transit; No new rail expansion

MEDIUM FUNDING SCENARIO
- Backlog of projects completed but delayed
- Some new trains; Some station improvements
- Rail extensions to Wawa (PA) and Glassboro (NJ)

HIGH FUNDING SCENARIO
- Achieve State of Good Repair; Replace all vehicles as needed
- Increase service; Expand parking & Transportation Centers
- Additional rail expansion
TRANSPORTATION INVESTMENT PRIORITIES
FUNDING IN THE CONNECTIONS 2035 LONG-RANGE PLAN

- $65 Billion over 26 years

[Diagram with pie chart showing: 72% for Operational Improvements, 16% for System Expansion, 12% for Maintenance & Preservation]
TRANSPORTATION INVESTMENT PRIORITIES
FUNDING IN THE CONNECTIONS 2040 LONG-RANGE PLAN

-$44 to $61 Billion over 27 years

- Maintenance & Preservation
- Operational Improvements
- System Expansion
66% of American voters say fully funding transportation infrastructure is either extremely or very important.

**BUT......**

- 71% say No new gas taxes
- 64% say No new tolls
- 58% say No replacing the gas tax with a mileage tax

Source: The Rockefeller Foundation
How Should We Grow?

What type of community do you want to build to meet anticipated population and job growth over the next 27 years? Should they offer more transportation choices where most people can walk, bike, or take transit for most travel needs, or should they be automobile-oriented communities where people are more reliant on driving for the majority of their travel needs? Another way to think about this is whether you would prefer to be able to safely walk to a nearby store to get a quart of milk, or if you would prefer to drive there.

To further compare living in a neighborhood with transportation options versus an auto-oriented neighborhood, click here.

What kind of community do you want build?
- One that is auto-oriented
- One with more transportation options

www.dvrpc.org/ChoicesAndVoices
**AUTO-ORIENTED COMMUNITIES**

*In towns and cities, incorporating a variety of transportation options is important.*

**How do you think most development will look?**

This type of development largely continues growth patterns from the past 50 years. Auto-oriented development means that new neighborhoods will primarily be built at the outer edges of the nine-county Greater Philadelphia region on land that was previously undeveloped.

For more information about new housing characteristics in these three development patterns, click here.

- **Conventional suburban subdivision**
- **Conservation design subdivision**
- **Develop mixed-use suburban centers**

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**The first option is to continue to build conventional subdivisions** mostly containing single-family homes on large lots. Often, these homes will be disconnected from nearby development.

A second alternative is **conservation design**. This strategy clusters housing units on smaller lots on the portion of a site most appropriate for development in order to preserve the most scenic or sensitive green space. The conservation subdivision illustrated here yields the same number of lots as the conventional subdivision while preserving more than half of the site as common green space and requiring less infrastructure.

A third alternative is to create **mixed-use suburban centers** around the region. These centers would include both commercial development and various types of housing, and could replace abandoned or dying malls, strip centers, and other large, underutilized development sites in suburban areas.

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**Your Vision for the Future...**

- **20%** 946,700 Acres Developed
- **6%** 7,790 Vehicle Miles Driven
- **-3%** 62 Biking & Walking Trips
- **0%** 58 Transit Trips
- **33%** 47.8% Poor Road Condition
- **13%** 40.3% Poor Transit Condition
- **9%** $13,820 Transportation & Energy Costs
- **49%** 32.4 Hours of Congestion
- **1%** 7.7 Greenhouse Gas Emissions
- **11%** 7.6 Road Fatalities
COMMUNITIES WITH TRANSPORTATION OPTIONS

Walking, biking, and transit-oriented development is found in towns and cities of all sizes spread throughout the Greater Philadelphia region. Many such neighborhoods are in the region’s four core cities of Philadelphia, Camden, Trenton, and Chester, as well as classic suburbs, such as Ardmore or Collingswood. Future development in these areas would typically occur on land that was previously developed with a mix of multi-family (such as townhomes, duplexes, condos, and apartments) and smaller single-family housing units.

For more information about the characteristics of new housing in these three development patterns, click here.

Focus development in towns and cities across the region

Neighborhood development in core cities and inner-ring suburbs

Mid- to high-rise development in and around central business districts

One strategy is to develop a range of housing units and types in towns and cities of various sizes all across the region. This is the strategy advocated by DVRPC’s Connections Long-Range Plan.

A second alternative is to focus attached, townhouse and mid-rise development in our region’s core cities and older suburbs.

A third alternative is to further concentrate development in mid- and high-rise buildings in and around central business districts, like Center City.
Transportation Funding

DVRPC estimates the cost to achieve and maintain a state of good repair for just our roads and bridges will be $77.5 billion year-of-expenditure (Y-O-E) between now and 2040. In addition, we need to maintain the transit system, make operational improvements, and invest in new roads and transit lines. There is not enough funding for all of this. The region’s long-range plan is required to maintain a balanced budget. The region cannot plan to spend any more money than it can reasonably anticipate over the life of the plan.

Given our current funding gap, and the fact that the DVRPC region pays a lower local share for transportation infrastructure than many of our competing regions, the Connections Plan encourages the region’s residents and stakeholders to think about ways to increase transportation funding to help improve our transportation system, in order to enhance quality of life and maintain economic competitiveness.

Do you think additional funding is necessary to help pay for state-of-good repair needs and some new major transportation projects in the Greater Philadelphia region?

- Yes
- No

What type of additional funding would you be most willing to support?

- Congestion Pricing
- Place tolls on the region’s limited access highways
- Mileage fee
- Increase the gas tax
- Increase transit fares
- Increase vehicle registration fees
- Increase the general sales tax
- Other (please specify)

About how much should such a tax or fee cost the average household per year?

- $30
- $60
- $120
- $240
Transportation Projects

Depending on your development pattern preferences, some projects will lead to a greater improvement in the region’s transportation system than others. You have $63.0 billion to invest in transportation projects. You can use this money to maintain the system, make operational improvements, or build new highway or transit projects.

All dollar amounts are year-of-expenditure (Y-O-E), meaning that the impact of inflation between the present day and the year that the project is constructed is taken into account.

Road and Bridge Maintenance

Failure to properly maintain roads reduces safety, increases vehicle operating costs (more tire damage, depreciation, oil and fuel use, and maintenance and repair), increases travel delay and vehicle emissions, and reduces quality of life. The region currently has a considerable backlog of roads and bridges in need of repair, due to inadequate funding and overexpansion of the network.

How do you want to maintain roads and bridges over the next 27 years?

$ 26.4 billion - Maintain current funding levels

Minimal maintenance
Maintain current funding levels, current conditions worsen
Maintain current conditions
Achieve and maintain a state-of-good-repair

Transit Maintenance

Failure to properly maintain transit infrastructure reduces the safety and reliability of the system as well as the comfort level of the user, all of which lead to lower ridership levels.
TRANSIT MAINTENANCE & OPERATIONAL IMPROVEMENTS

Transit Maintenance

Failure to properly maintain transit infrastructure reduces the safety and reliability of the system as well as the comfort level of the user, all of which lead to lower ridership levels.

How would you like to maintain transit infrastructure, including rail infrastructure, transit vehicles, and transit stations over the next 27 years?

$ 21.3 billion - Maintain current funding levels

Minimal maintenance

Maintain current funding levels, current conditions

Maintain current conditions

Achieve and maintain a state-of-good repair

Operational Improvements

What system enhancement projects would you like to invest in?

Intelligent Transportation System (ITS) improvements such as variable message signs, incident detection, closed-circuit TV, and travel time detectors to provide real-time travel information:

- Increase coverage to all major roadways - $2.5 billion
- Maintain existing ITS coverage on major highways - $1.8 billion
- Complete the Circuit - a 750-mile regional network of bike and pedestrian trails - $0.3 billion
- Implement a region-wide Transit First initiative - capital costs estimated to equal operating cost savings
- Increase Transit service frequency:
  - by 10 percent (for example, a vehicle currently scheduled to come every 20 minutes would come every 18 instead) - $8.4 billion
  - by 25 percent (for example, a vehicle currently scheduled to come every 20 minutes would come every 15 instead) - $19.7 billion
- Real-time transit passenger information and fare modernization - $0.2 billion

System Expansion

Which major new projects would you like to invest in?

- Major highway interchange improvements, including - $0.9 billion

Budget Remaining: $15.3 billion

- 3% 814,000 Acres Developed
- 3% 7,570 Vehicle Miles Driven
- 5% 89 Biking & Walking Trips
- 14% 66 Transit Trips
- 33% 47.8% Poor Road Condition
- 13% 40.3% Poor Transit Condition
- 7% 13,510 Transportation & Energy Costs
- 39% 30.3 Hours of Congestion
- -1% 7.5 Greenhouse Gas Emissions
- 8% 7.3 Road Fatalities
System Expansion

Which major new projects would you like to invest in?

- Major highway interchange improvements, including:
  - $0.9 billion
  - New interchange at I-95 and PA Turnpike;
  - I-295 at NJ 38 add missing movements;
  - I-295 at I-76/NJ 42 add missing movements;
  - I-295 Direct Connect through I-76/NJ 42 Interchange;
  - Extend Lafayette Street in Norristown, Pennsylvania to create new PA Turnpike Interchange

- Major highway widening projects, including:
  - $1.6 billion
  - US 202 - widening from West Chester to the Delaware state line; and widening and reconstruction from Johnson Highway to PA 300;
  - US 422 mainline widening from US 202 to PA 363;
  - US 30 Coatesville-Dowingtown Bypass - widening from Business 30/Exton Bypass to Reecoville Road and Interchange improvements for US 30 at PA 113 and Airport Road;
  - US 322 - widening from US 1 to I-95; and
  - US 1 - Penn's Neck area - widening and construction of new connector road.

Note: Cost estimates are only for the new capacity portion of the project. When adding capacity to an existing road, that facility is usually reconstructed, adding significant project costs. Those costs are assumed to be covered under the road and bridge maintenance quotient.

New transit lines:

- Cultural Connector Rail Line from Center City to Parkside/Fairmount Park - $0.6 billion
- Extend Lansdale Line to Pennridge, Pennsylvania - $0.2 billion
- Extend Media-Ehwyn Line to Wawa, Pennsylvania - $0.1 billion
- New Delaware Ave. Rail Line within Philadelphia - $0.8 billion
- Extend Norristown High Speed Line to King of Prussia Mall - $0.6 billion
- Extend Paoli-Thornvale Line to Aiglon, Pennsylvania - $0.1 billion
- Extend Broad Street Line from 36th Station to Navy Yard - $0.8 billion
- Roosevelt Boulevard Bus Rapid Transit from Erie Station and Frickard Transportation Center to Southampton Road - $0.1 billion
- New US 1 Bus Rapid Transit along Route 1 corridor in Mercer County, New Jersey - $0.4 billion
- New Gloucester Rail Line from Camden, New Jersey to Glassboro, New Jersey - $3.4 billion
- New West Trenton Rail Line to Eddgewater, New Jersey - $0.2 billion
- New South Jersey Bus Rapid Transit along NJ 42 and NJ 55 to Philadelphia, Pennsylvania - $0.1 billion
Your Vision for the Future...

Thank you for participating in DVRPC’s Connections 2040: Choices & Voices. Read on to learn more about what your choices would mean for the Greater Philadelphia region in 2040. To learn more about transportation funding and infrastructure condition in the region, see the Connections 2040: Transportation Investment Scenarios. Follow the Connections 2040 Plan update here.

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**Acres Developed**
Most new growth in Greater Philadelphia has occurred in or near existing towns and cities throughout the region. New development in these places has capitalized on existing infrastructure, revitalized communities, encouraged alternative transportation options, and preserved open space throughout the region.

<table>
<thead>
<tr>
<th>Your Scenario:</th>
<th>Average User Scenario:</th>
<th>Compare to Today:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3% 814,000</td>
<td>2% 807,446</td>
<td>790,600</td>
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**Vehicle Miles Driven**
Vehicle miles traveled (VMT) have remained fairly constant in your scenario, but population and job increases mean that total VMT in the region has increased. Without making operating improvements, building costly new transportation facilities, or establishing congestion pricing on roads, it will become more difficult to keep congestion at manageable levels.

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<th>Compare to Today:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3% 7,570</td>
<td>-3% 7,140</td>
<td>7,370</td>
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</table>

**Biking & Walking Trips**
Biking and walking have become easier because most new development has occurred in areas where walking is pleasant, and homes, stores, restaurants, schools, parks, and jobs are located in close proximity to one another. Incorporating more physical activity into our transportation system will also improve health.

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<td>5% 89</td>
<td>10% 93</td>
<td>85</td>
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QUESTIONS & COMMENTS

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