DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

New Directions in Public Participation in the Greater Philadelphia Region

Jane Meconi, AICP, Public Involvement Manager, DVRPC

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.

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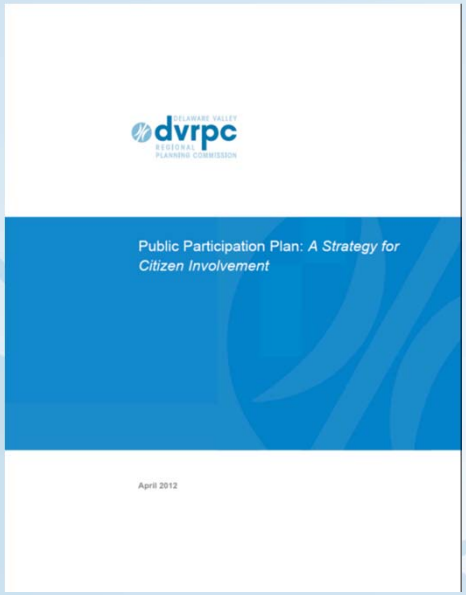
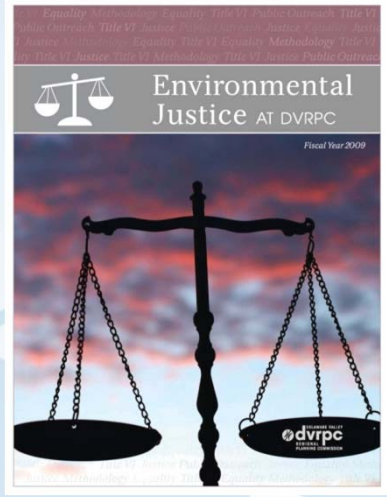
Perspective

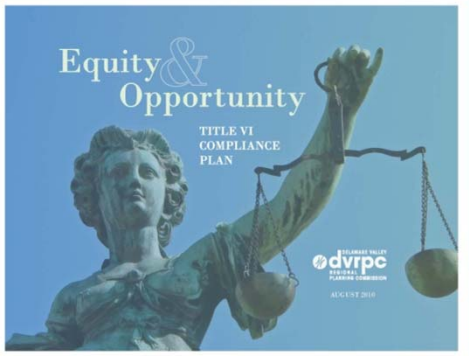
The Commission consistently strives toward a more inclusionary and participatory regional planning process.

- 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.







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Environmental Justice
WORKGROUP

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PUBLIC
PARTICIPATION
task force

REGIONAL STUDENT FORUM

Inform, Educate, Collaborate, Participate

www.twitter.com/DVRPC

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DVRPC Committees

Publications and Reports

DVRPC e-newsletter

Media Releases

Events

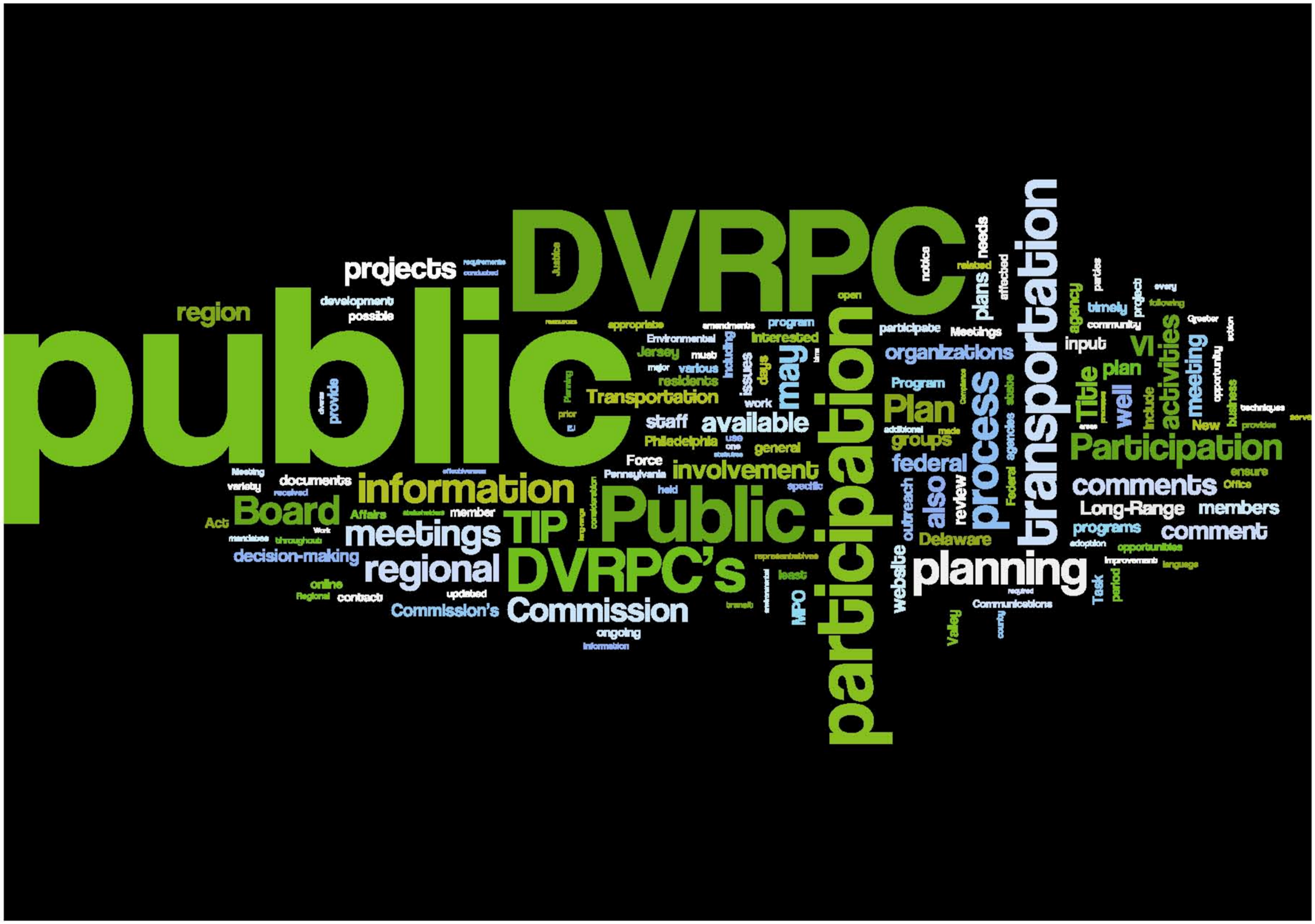
Regional Listening Sessions

Public Comment Periods

Public Outreach for specific projects

Partnering with other agencies

Resource Center


public
DVRPC
participation
transportation
Public
DVRPC's
planning
process
information
Participation
Board
meetings
TIP
regional
Commission
Plan
involvement
comments
available
may
also
federal
region
projects
comment
members
Long-Range
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Commission's
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Philadelphia
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Force
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contact
updated
ongoing
Act
Affairs
Task
Valley
MPO
Communications
New
ensure
Office
business
techniques
adoption
language
period

CONNECTIONS 2040

PLAN FOR GREATER PHILADELPHIA

fostering sustainability, equity and innovation

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DVRPC Public Participation Task Force

November 15, 2012

Michael Boyer

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CONNECTIONS

THE REGIONAL PLAN FOR A SUSTAINABLE FUTURE

THE LONG-RANGE PLAN FOR THE GREATER PHILADELPHIA REGION

DELAWARE VALLEY
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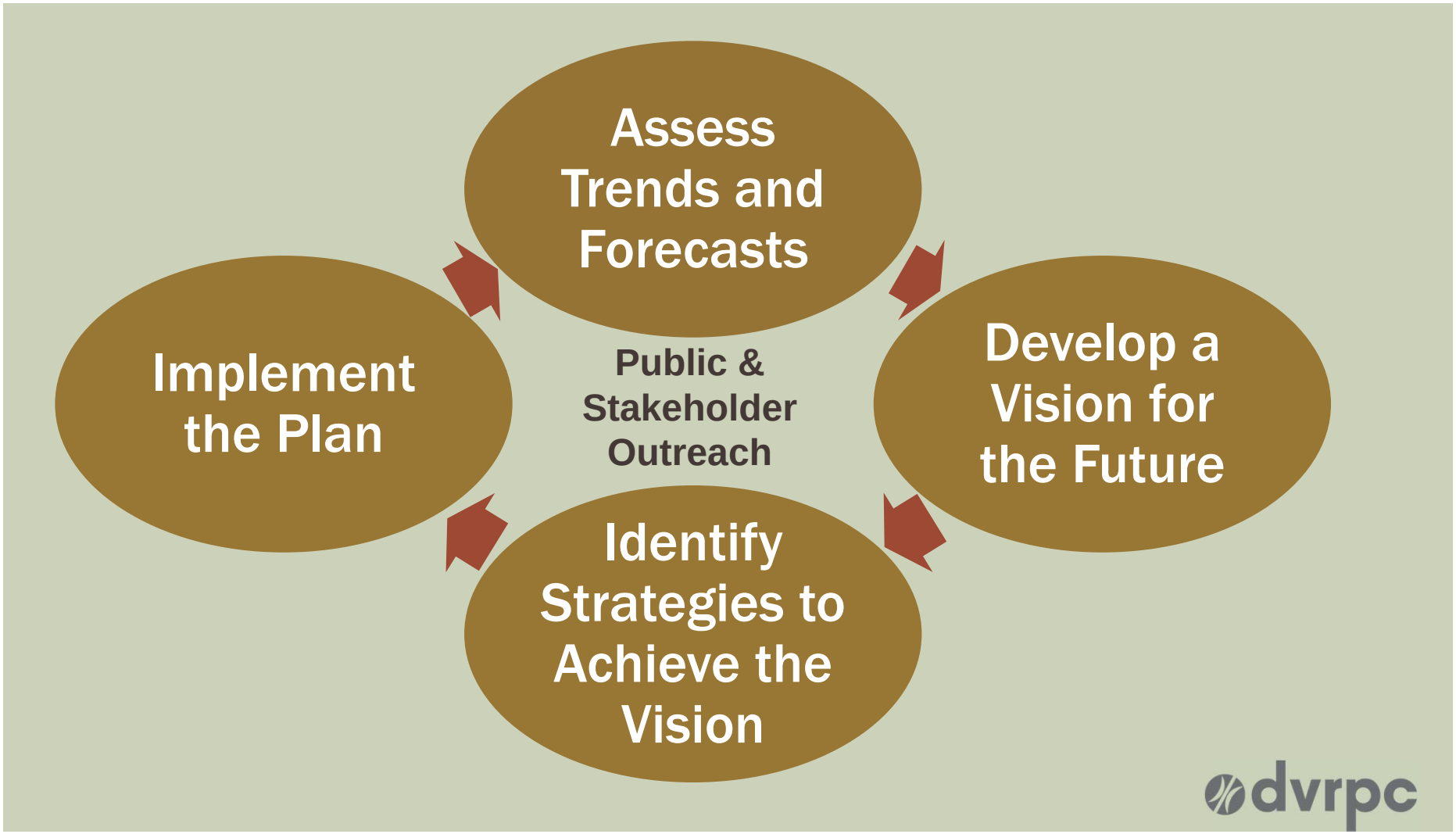
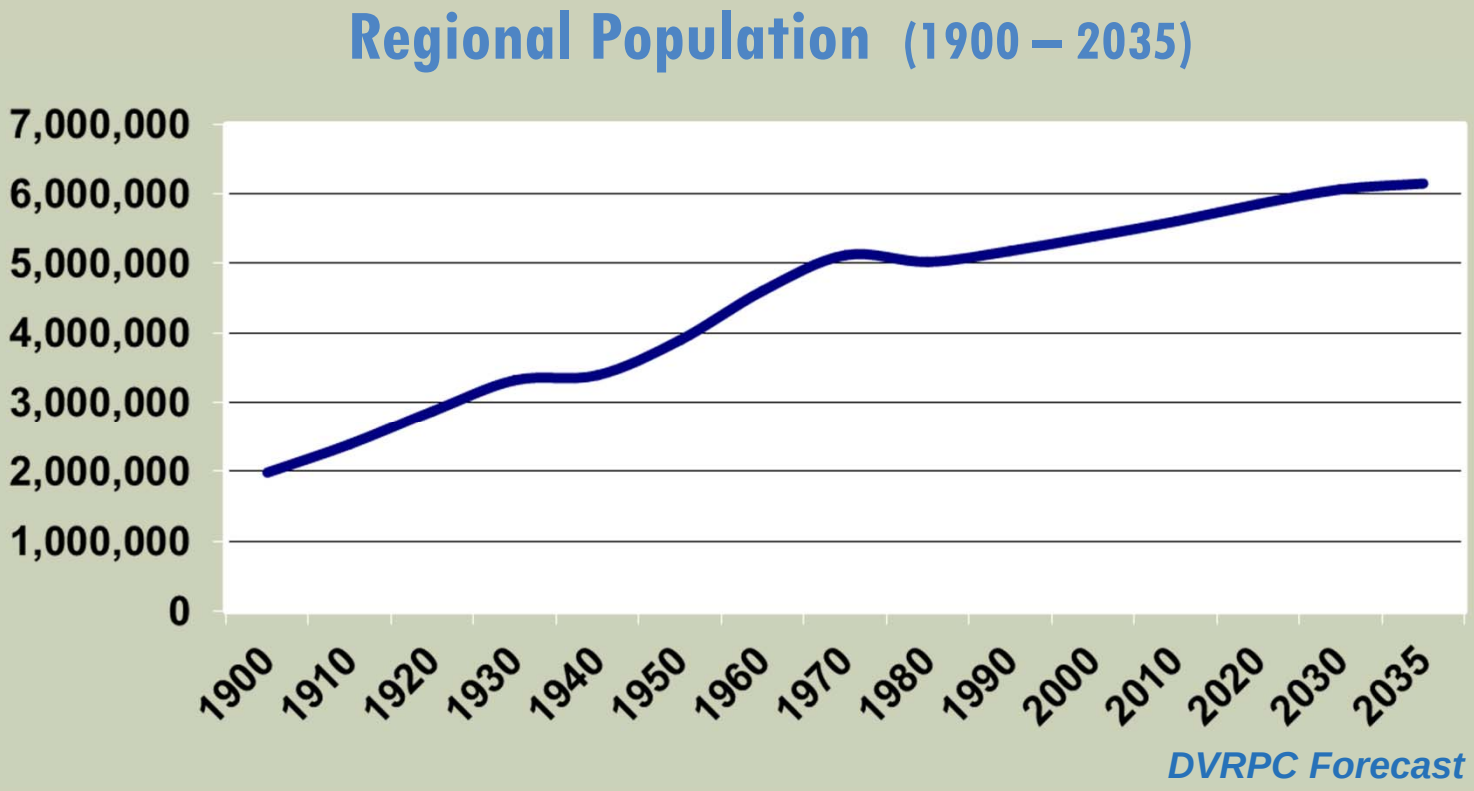
REGIONAL
PLANNING COMMISSION

LONG-RANGE PLAN DEVELOPMENT



REGIONAL TRENDS:
SLOWING GROWTH…



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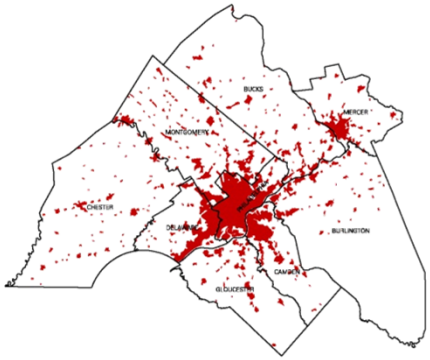
REGIONAL TRENDS:
…BUT RAPIDLY INCREASING LAND CONSUMPTION

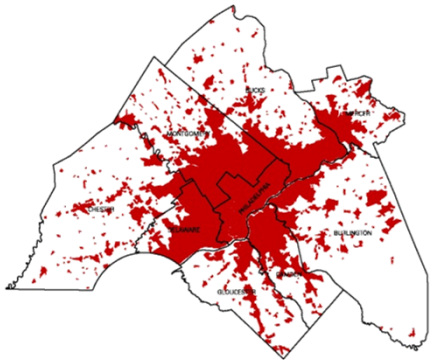
1930



3.3 million people

222,000 acres developed

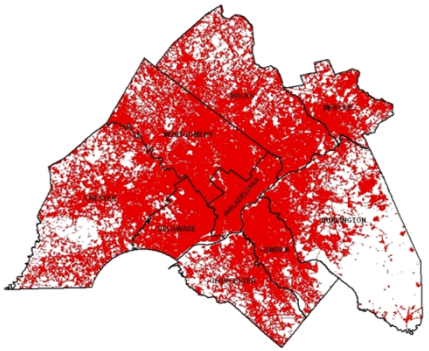
1970



5.1 million people

641,000 acres developed

2010



5.6 million people

970,000 acres developed

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

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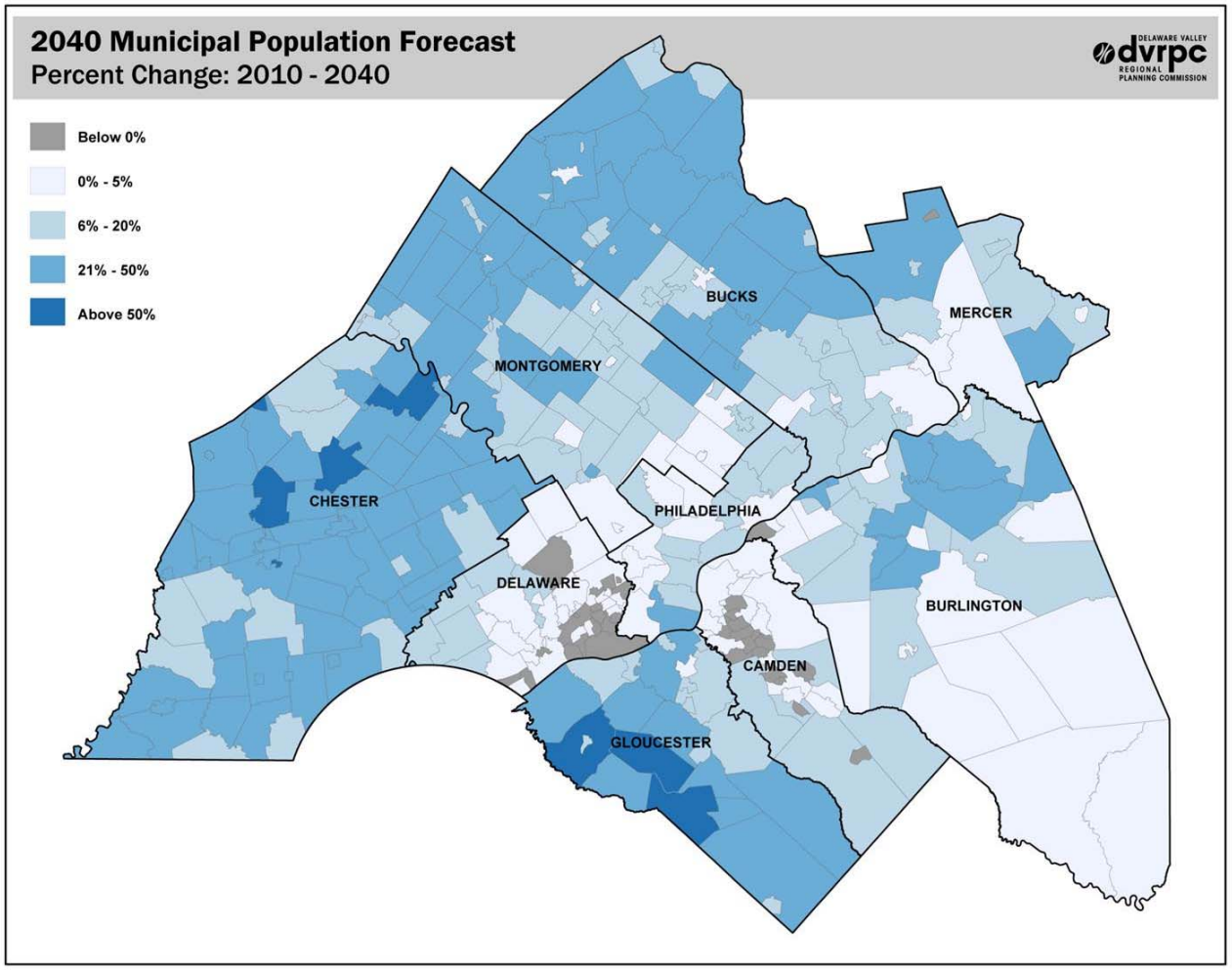
2040 POPULATION FORECAST

GROWTH AT THE PERIPHERY



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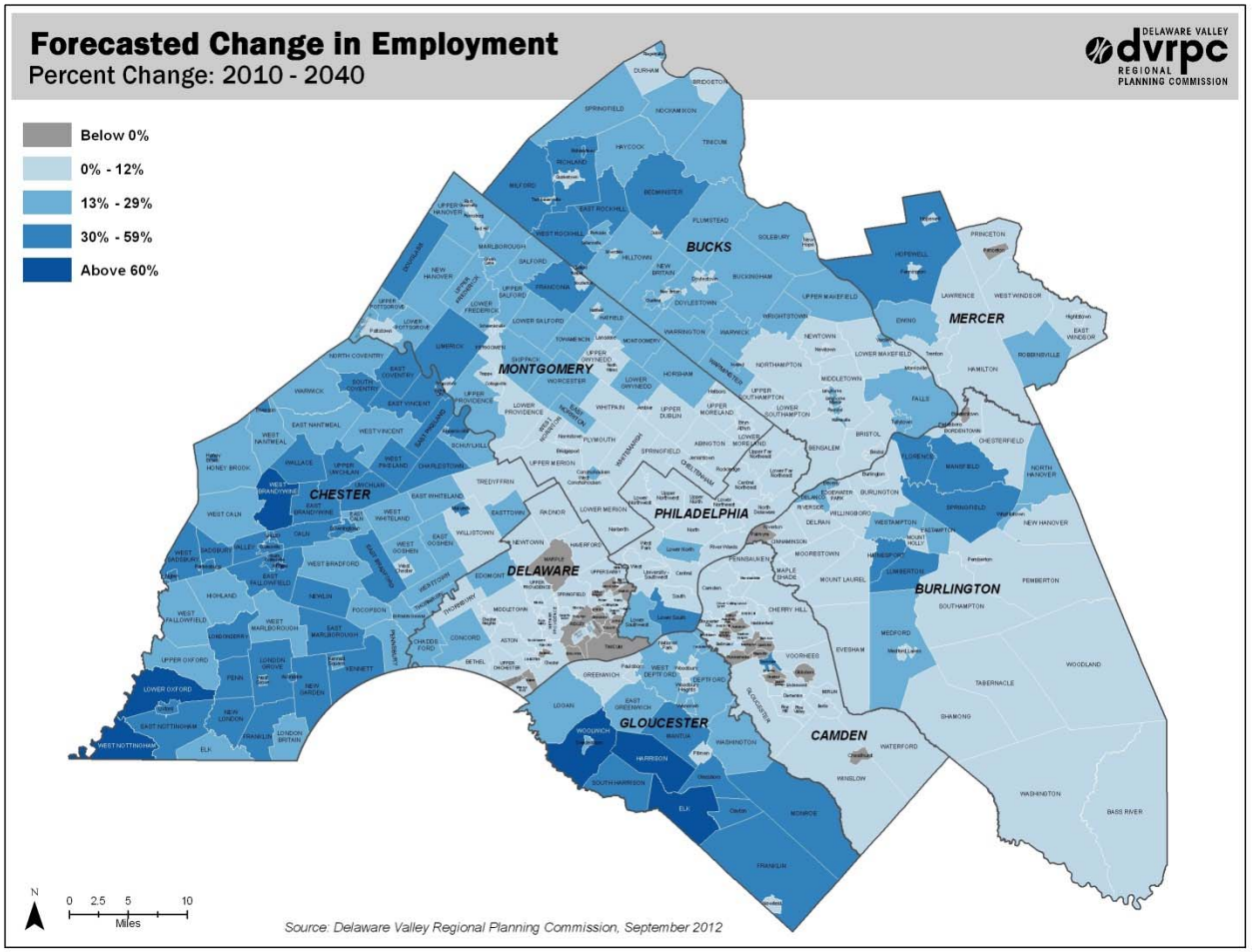
2040 EMPLOYMENT FORECAST
A HOLE IN THE DONUT



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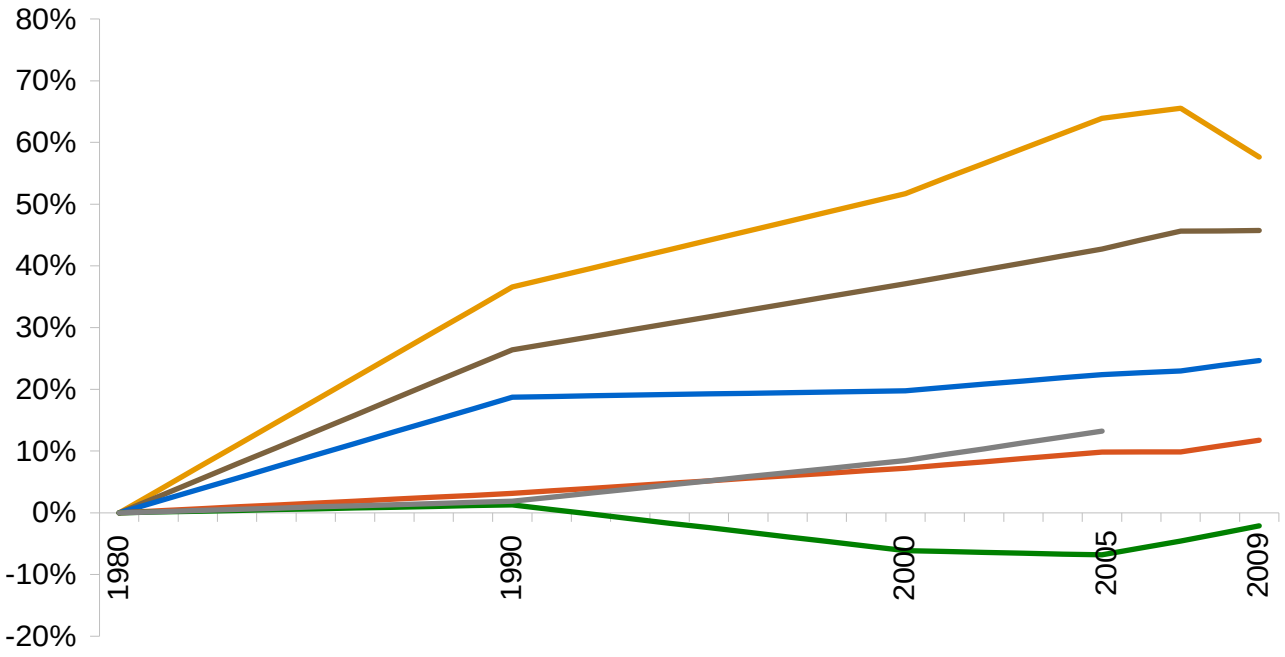
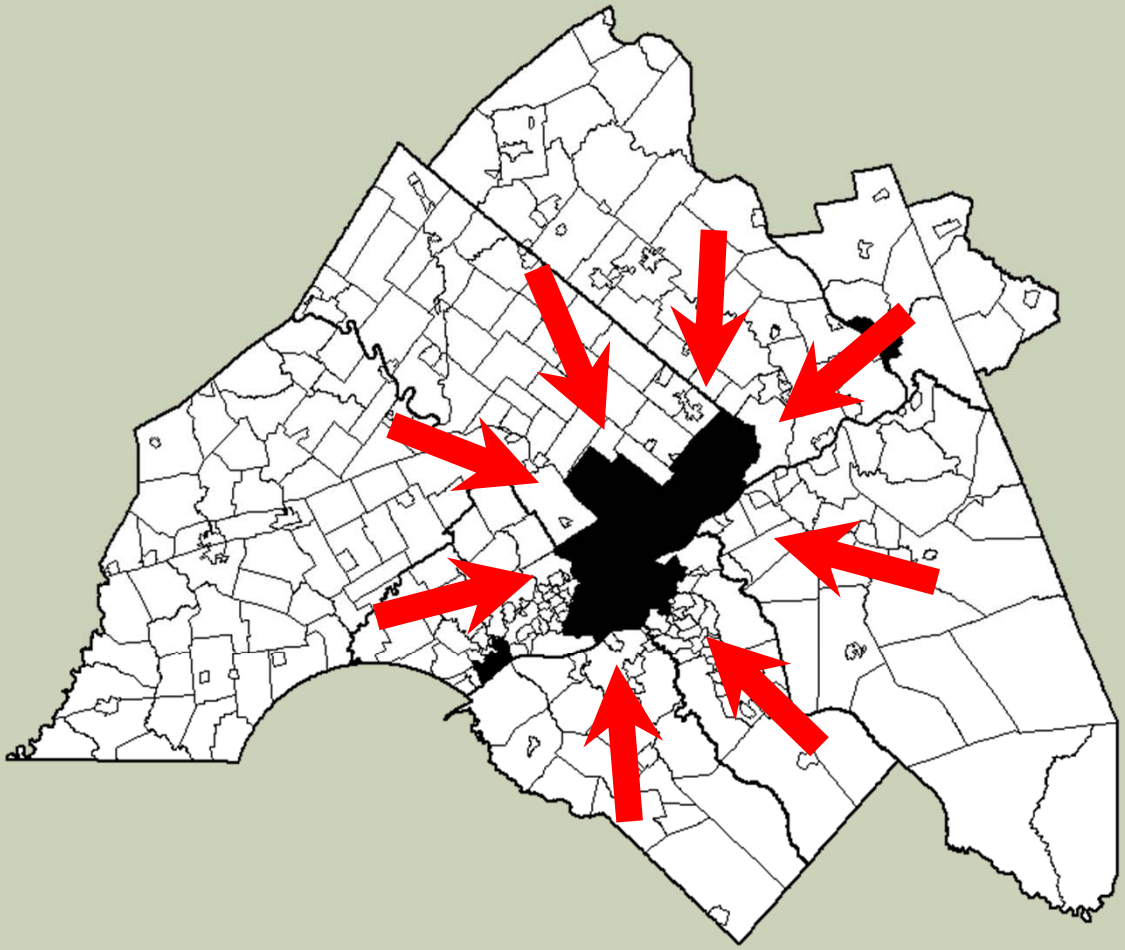
REGIONAL TRENDS:
TRANSPORTATION IMPACTS

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



Source: U.S. Census Bureau 1980-2000; American Community Survey 2005-2007; PennDOT, NJDOT, SEPTA, DRPA/PATCO, NJ Transit 1980-2007

REGIONAL TRENDS:
THE 20TH CENTURY COMMUTE



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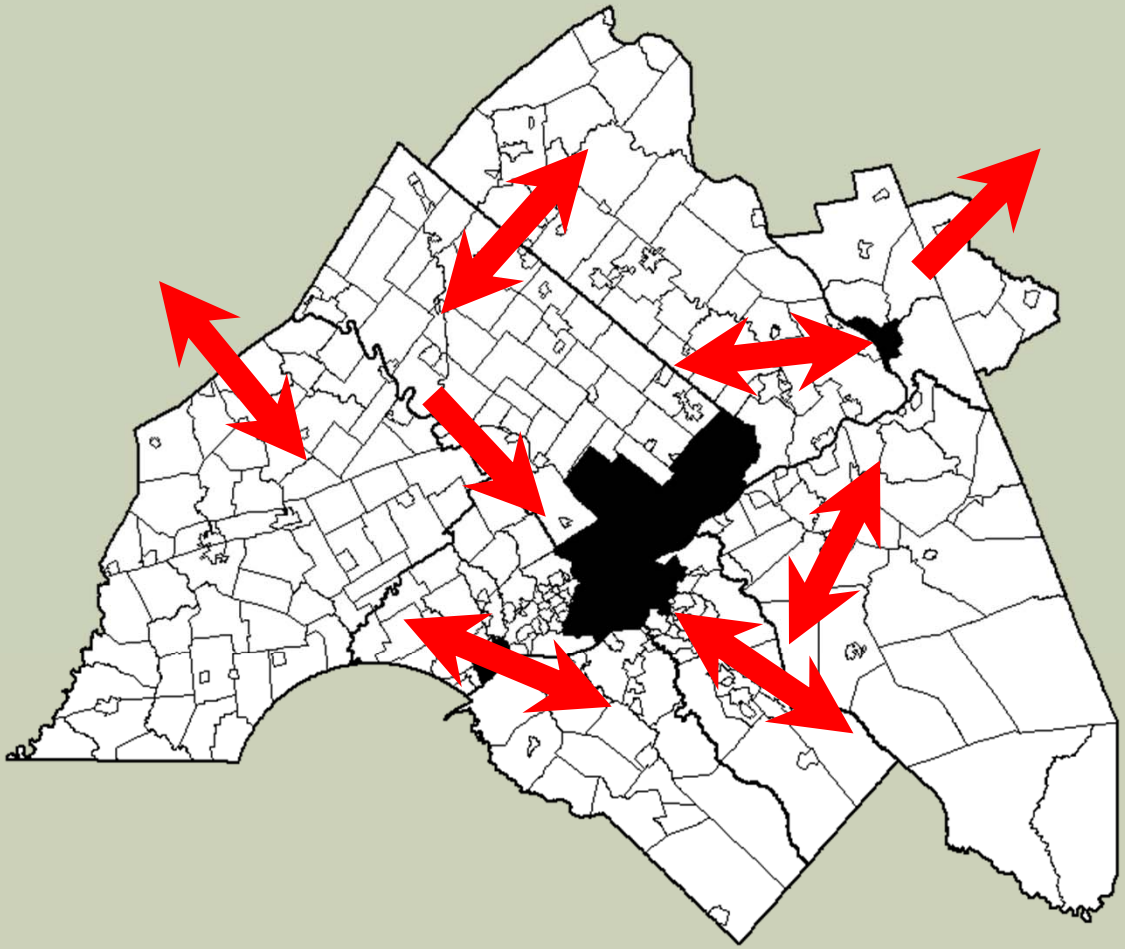
REGIONAL TRENDS:
THE 21ST CENTURY COMMUTE



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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

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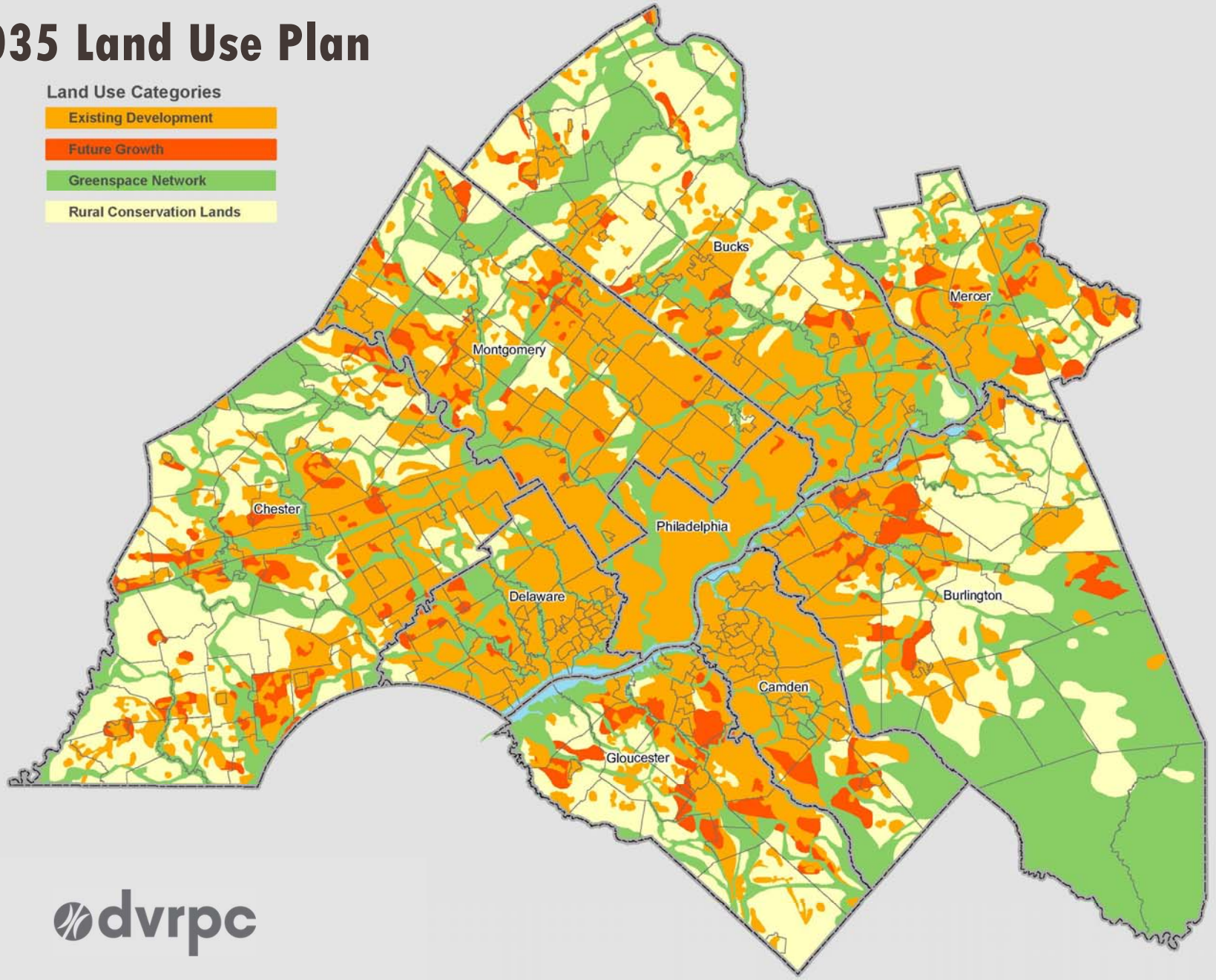
2035 Land Use Plan



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KEY STRATEGIES TO
MANAGE GROWTH & PROTECT RESOURCES

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KEY STRATEGIES TO
CREATE LIVABLE COMMUNITIES

Update Zoning Codes

Enhance Community Design Standards

Encourage Transit-Oriented Development

Support Community Green Infrastructure

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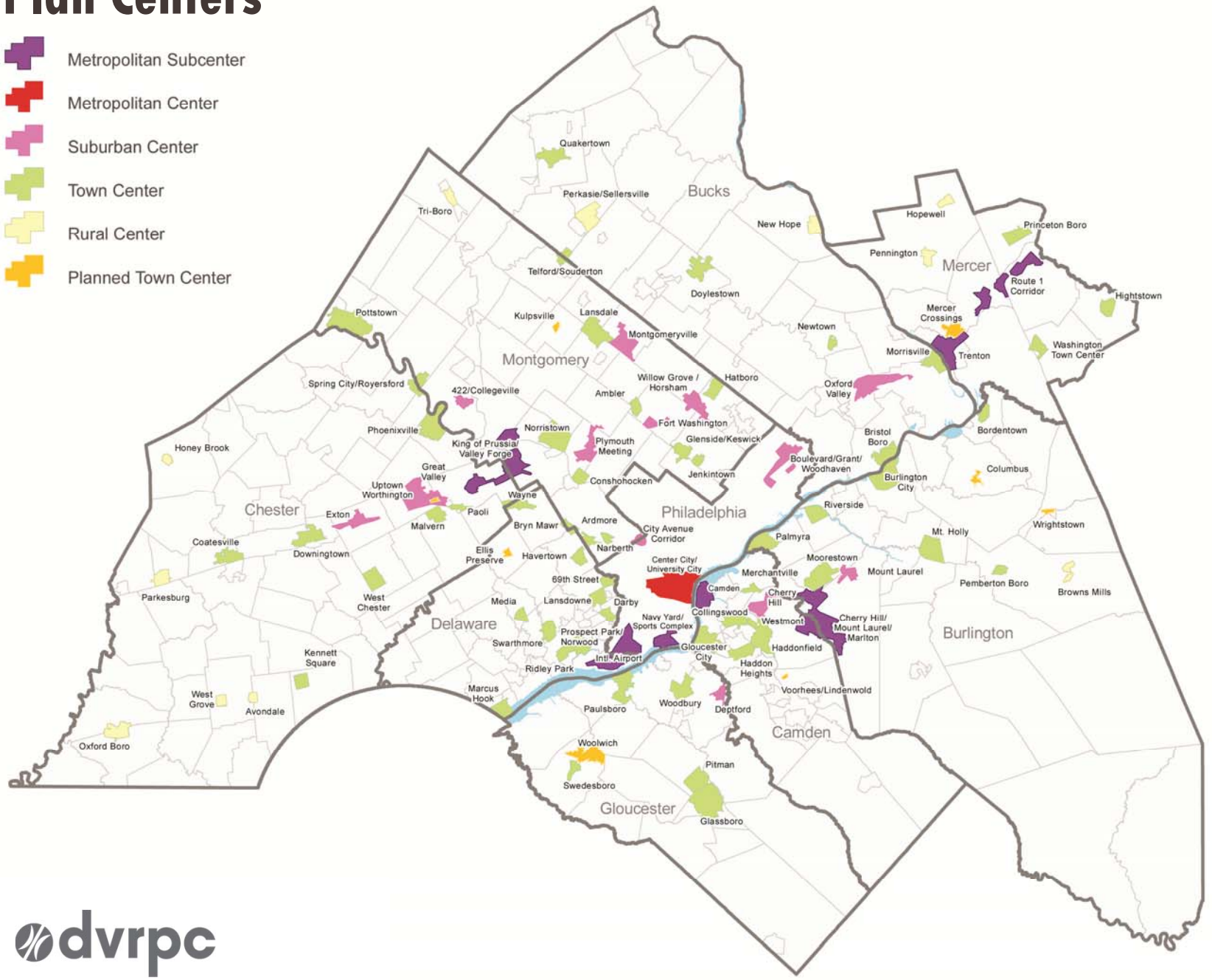
Plan Centers



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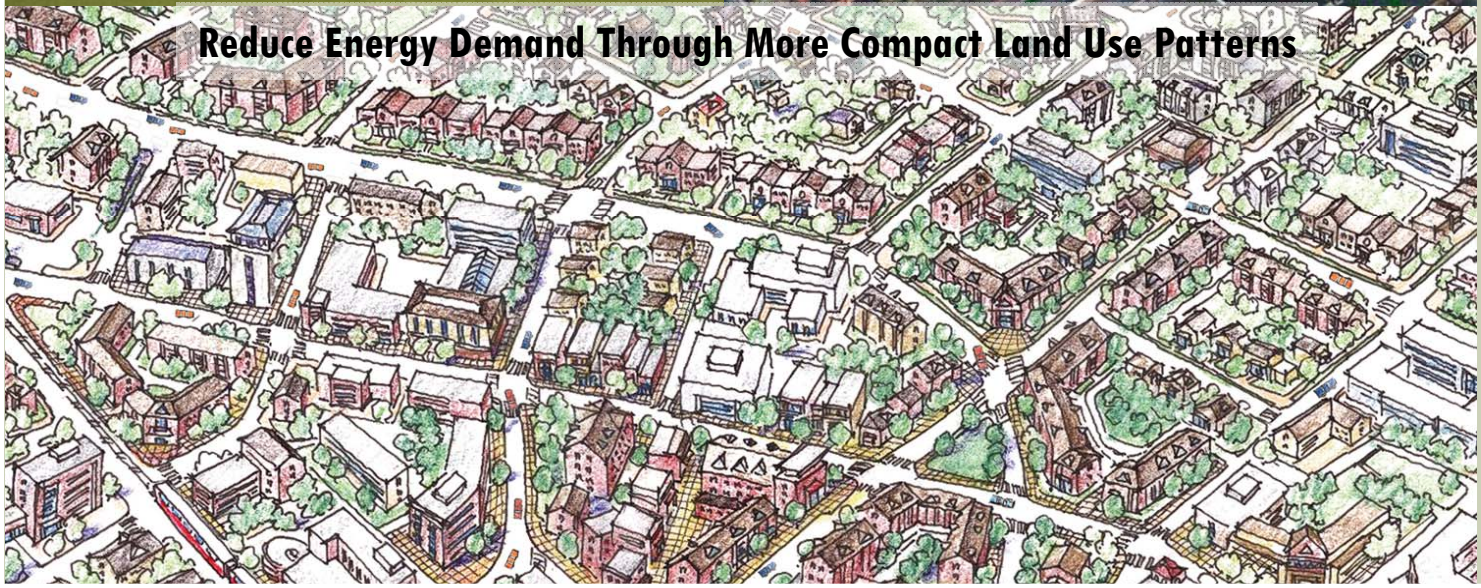
KEY STRATEGIES TO
BUILD AN ENERGY-EFFICIENT ECONOMY



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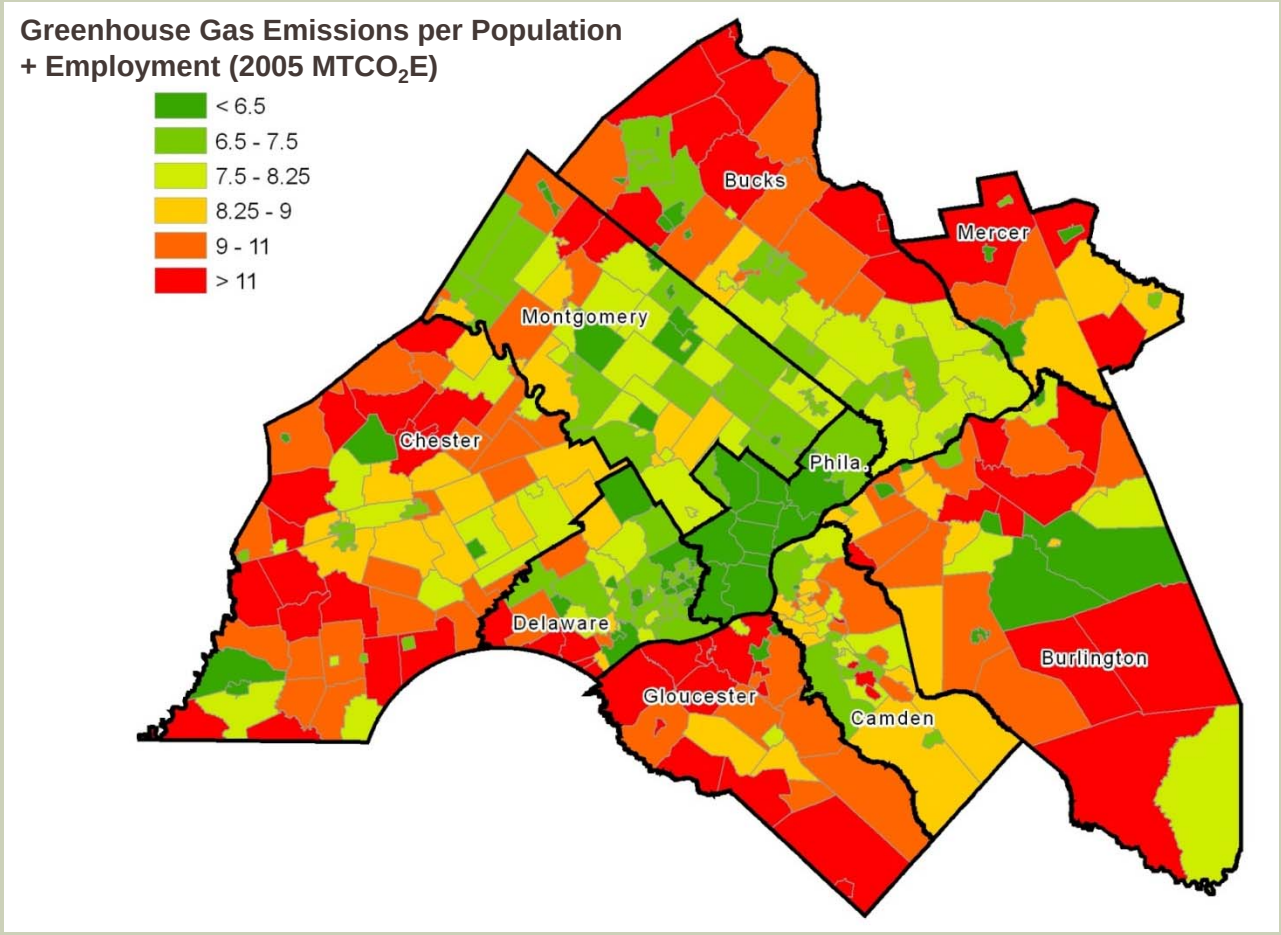
GREENHOUSE GAS EMISSIONS INVENTORY



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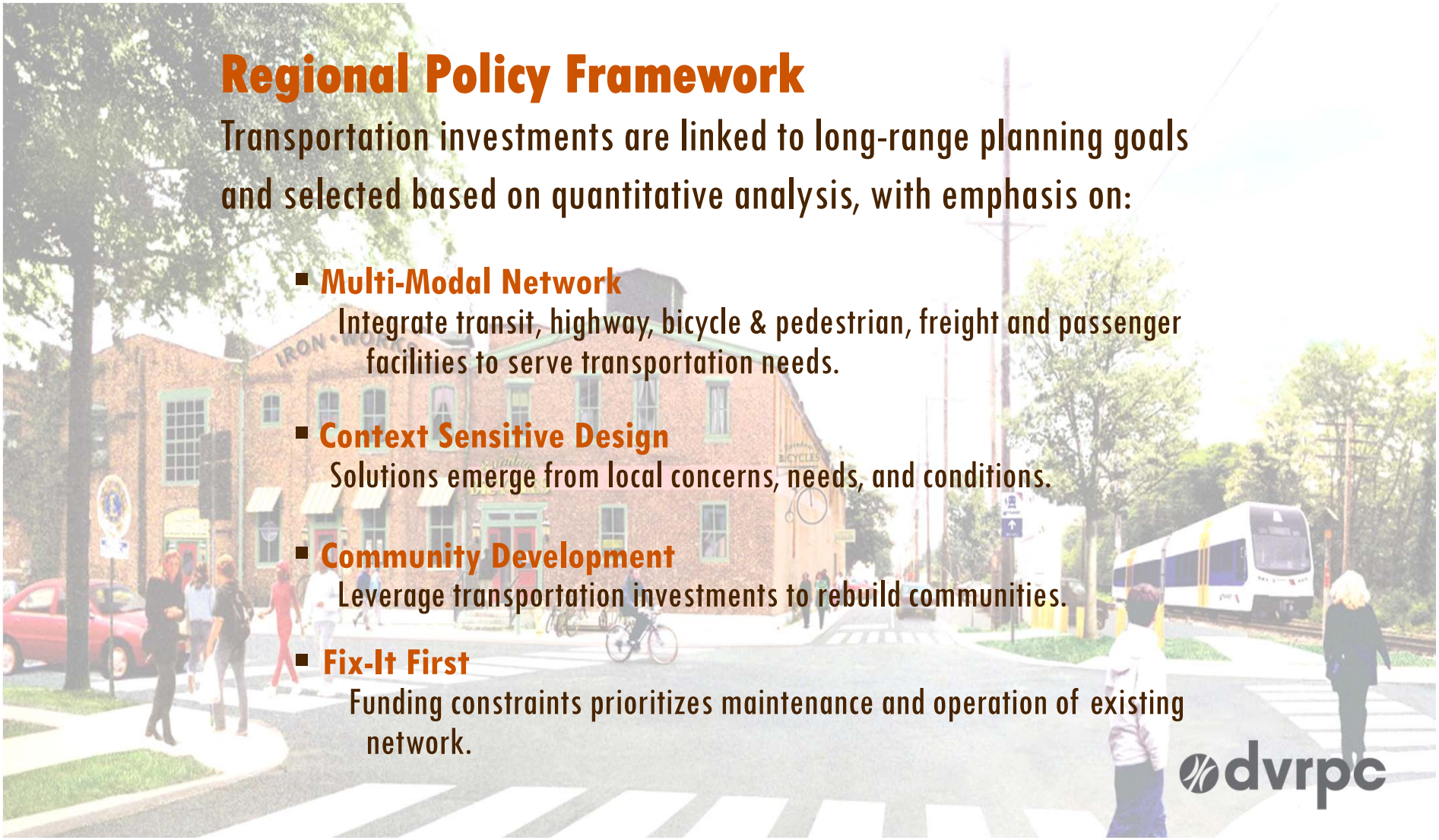
CORE PLAN PRINCIPLE:
MODERNIZE THE TRANSPORTATION SYSTEM



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 prioritizes maintenance and operation of existing network.

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PLAN UPDATE

CONNECTIONS 2040

PLAN FOR GREATER PHILADELPHIA

fostering sustainability, equity and innovation

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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

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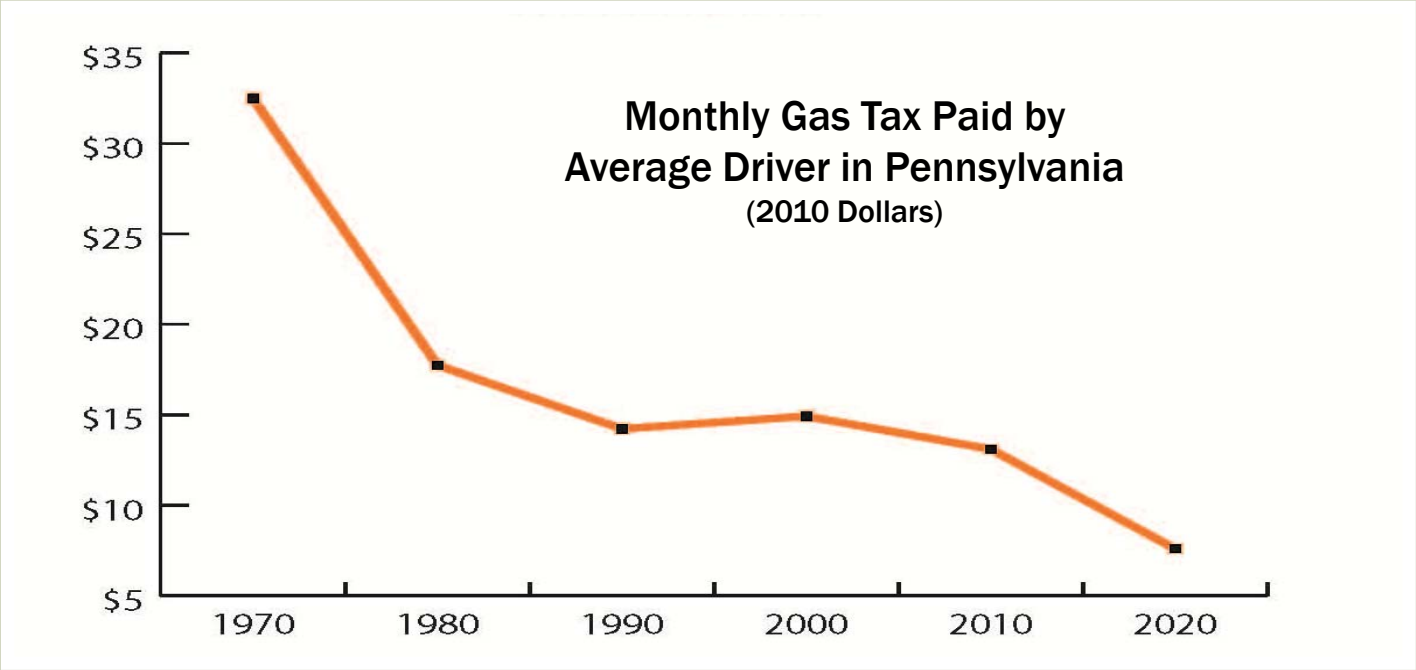
HOW DID WE GET HERE?

- **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



Source: TFAC

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FEDERAL FUNDING OF TRANSPORTATION

Highway Trust Fund Deficit

$0 1957-2007

-$53 Billion 2008-2012

Source: Federal Highway Administration

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STRIVING (BUT FAILING) TO KEEP UP

Source: World Economic Forum

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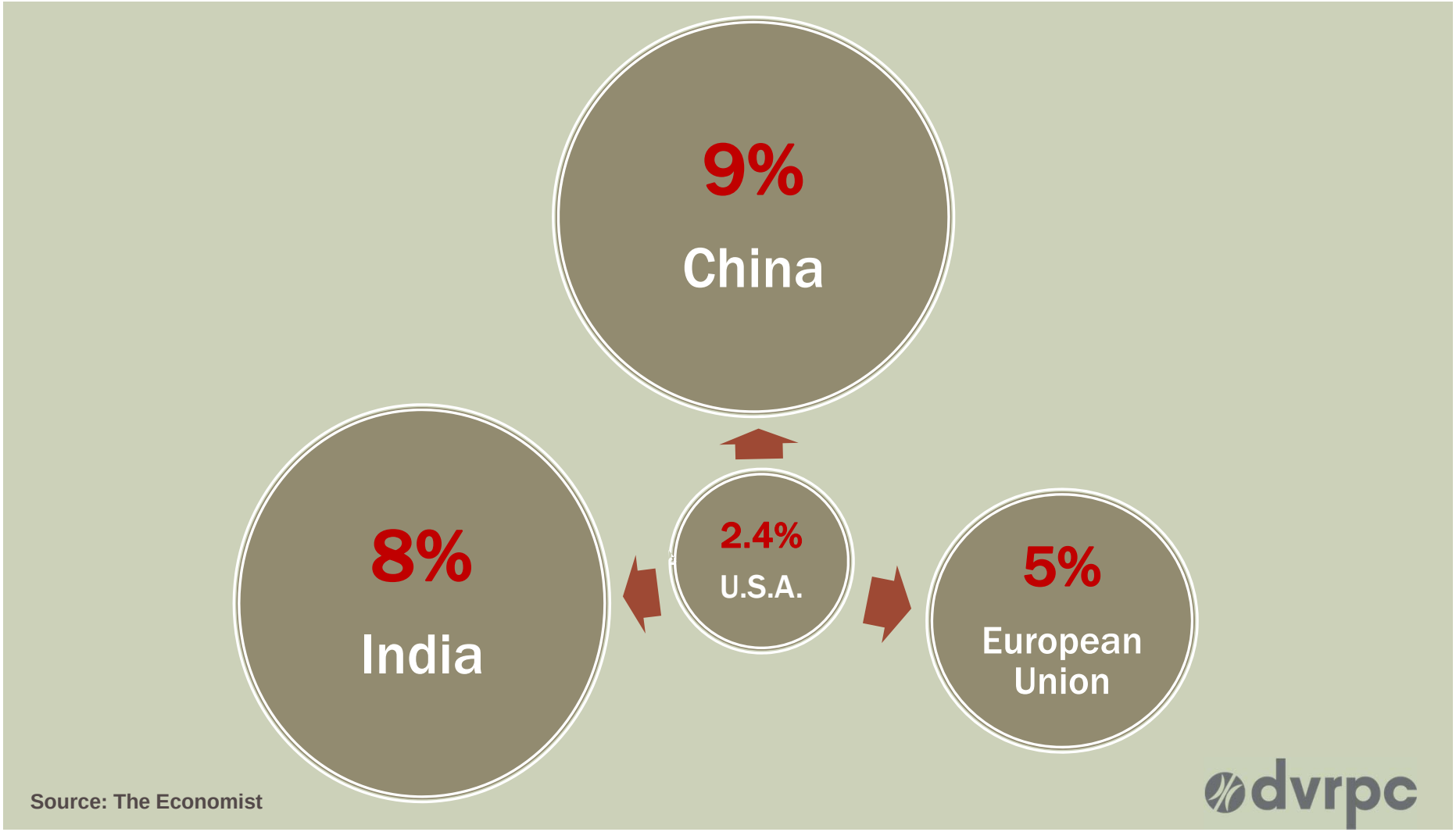
INFRASTRUCTURE SPENDING AS A PERCENTAGE OF GDP



Source: The Economist

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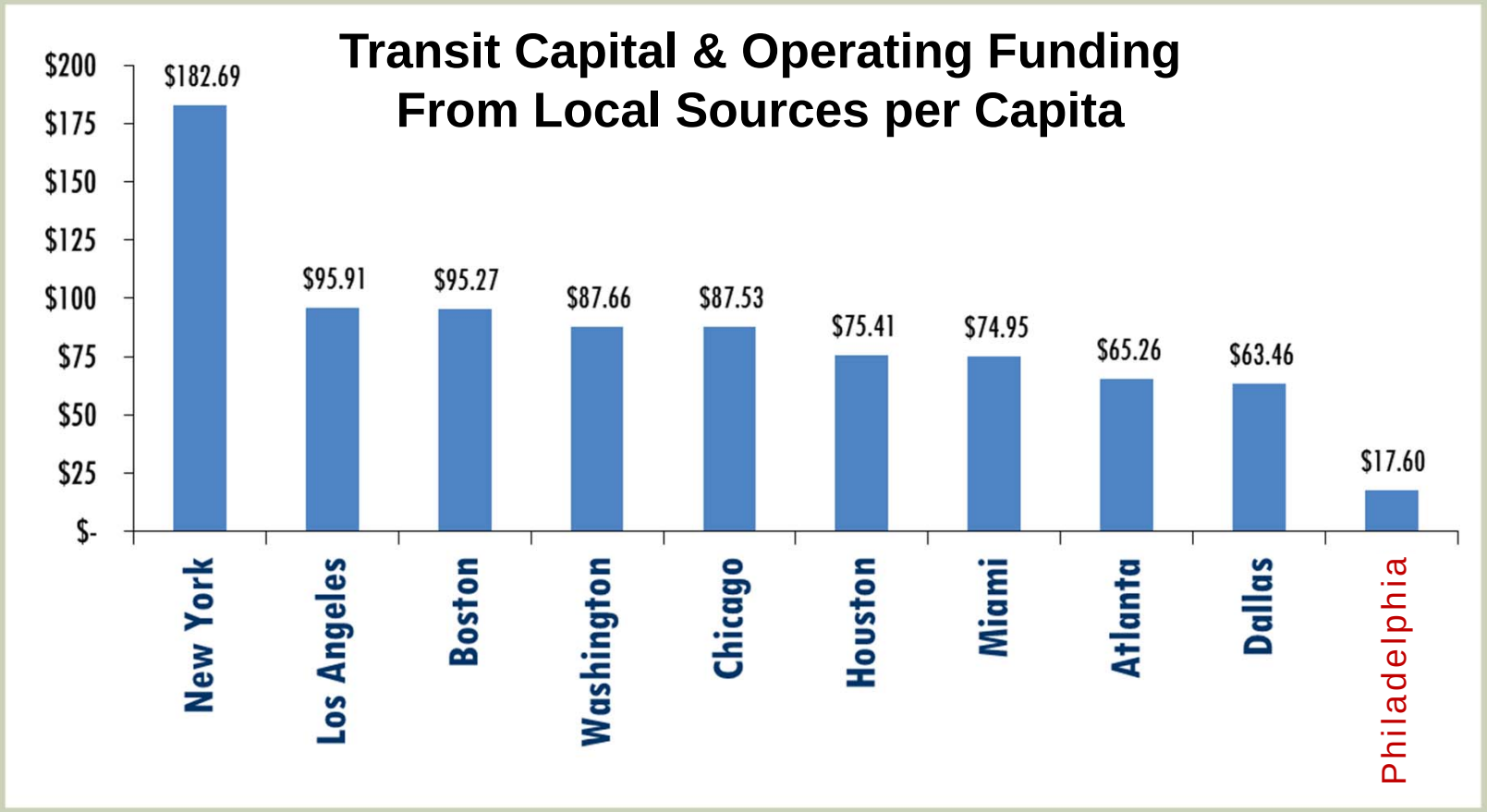
LAGGING BEHIND PEER REGIONS



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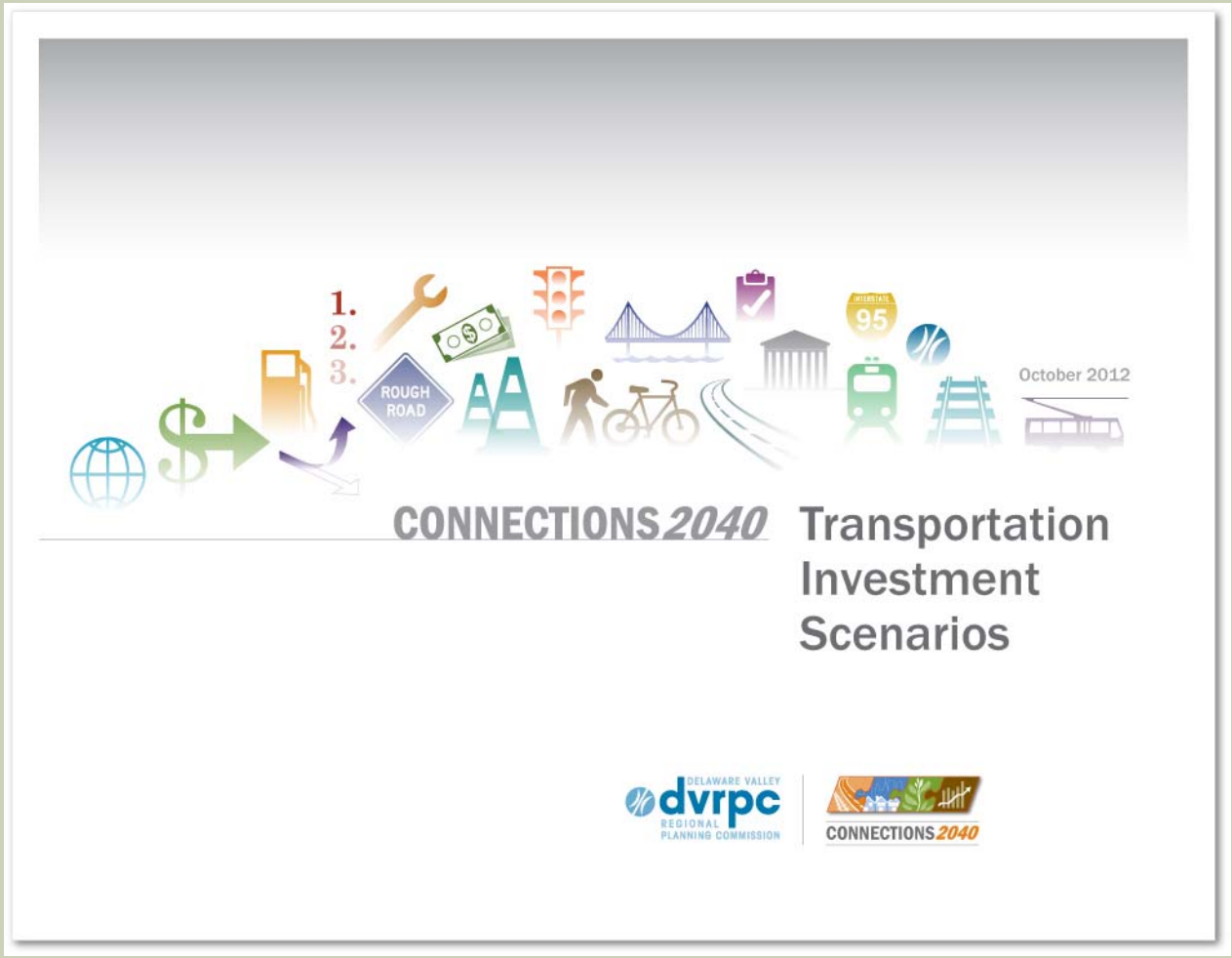
CONNECTIONS *2040*
TRANSPORTATION INVESTMENT SCENARIOS



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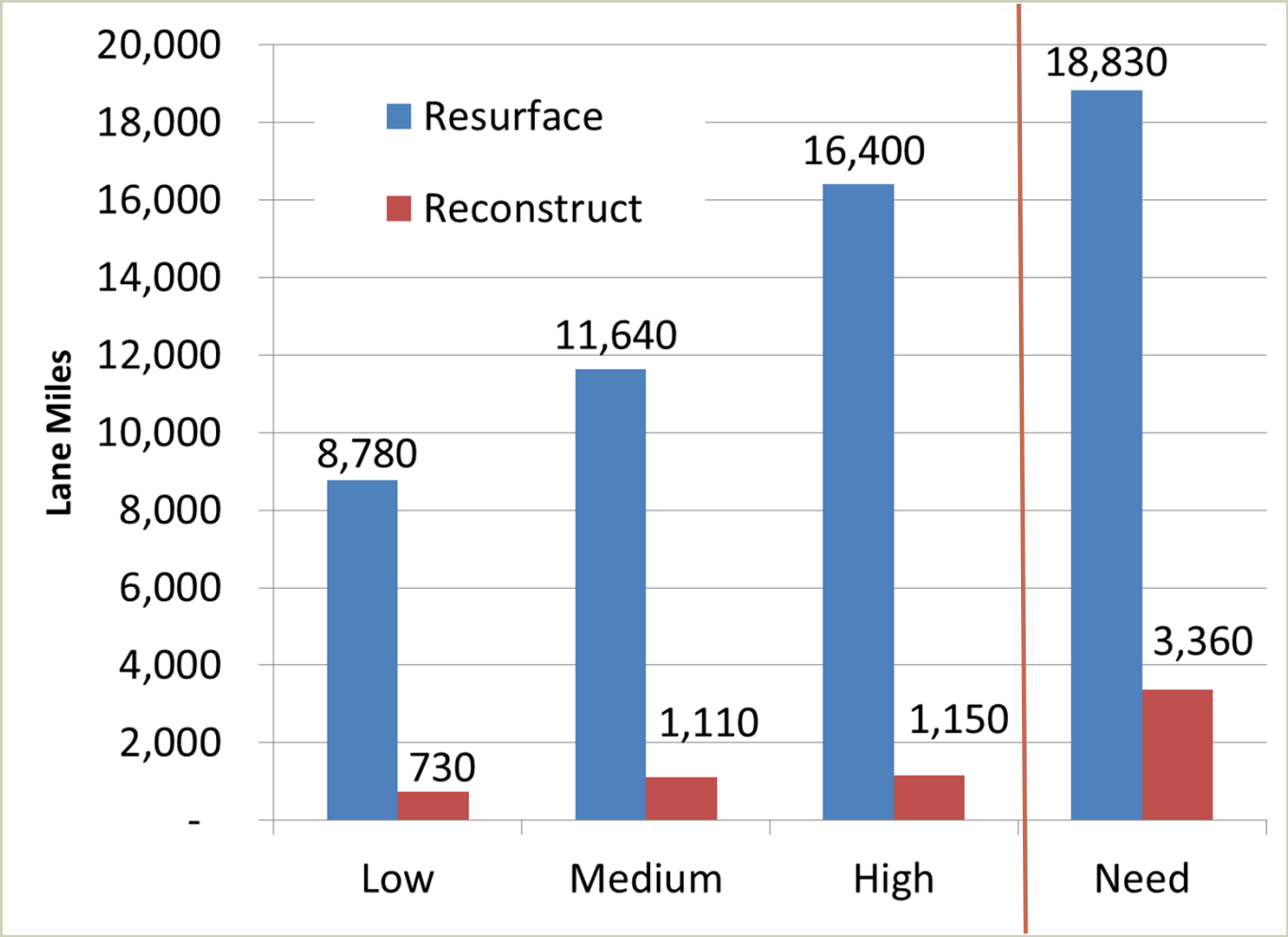
FUNDING OUR FUTURE

LANE MILES RECONSTRUCTED AND RESURFACED BY 2040



Need

- **$19 billion**

Available

- **$11 billion**
  (in Medium Scenario)

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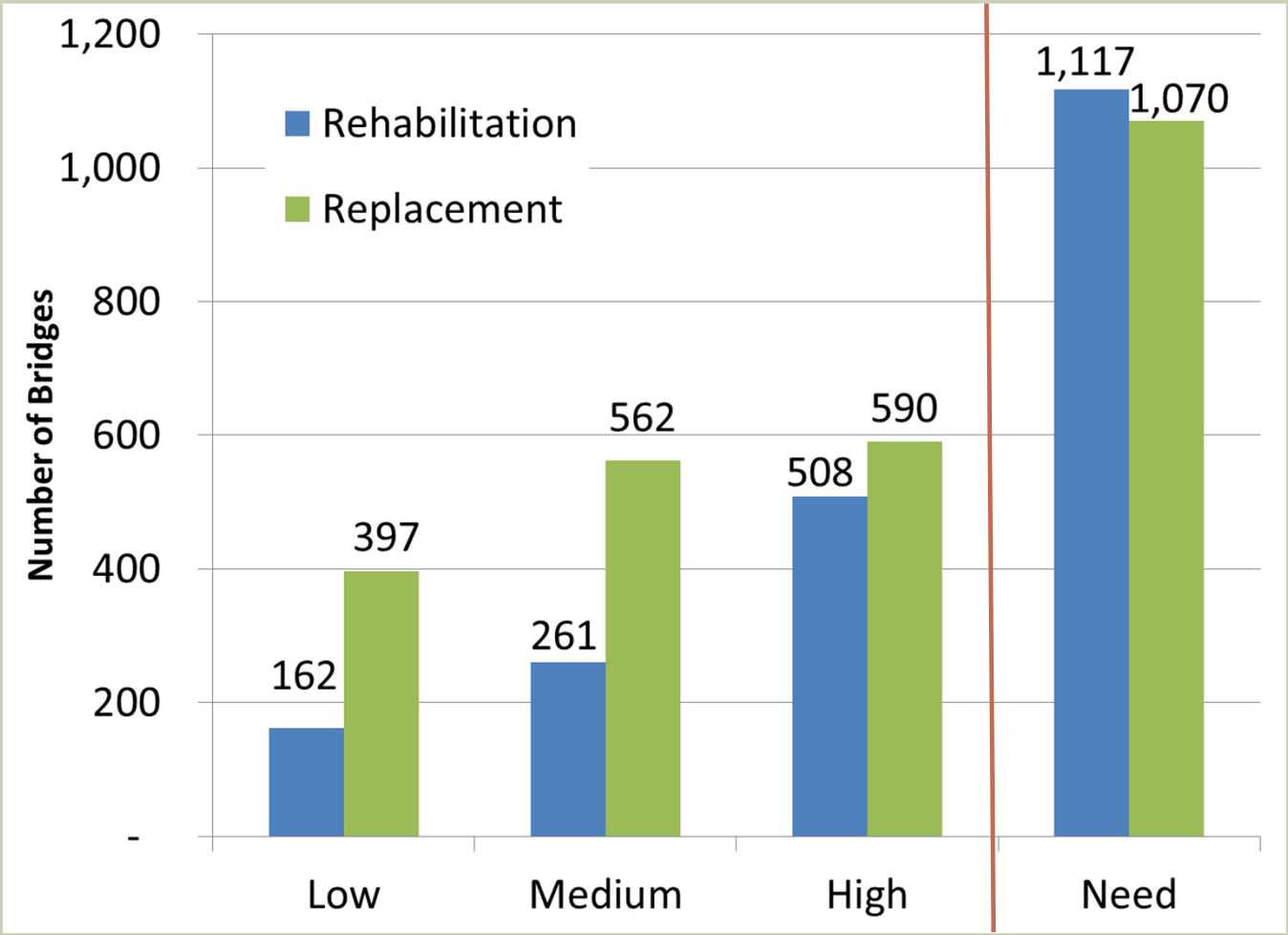
FUNDING OUR FUTURE

NUMBER OF BRIDGE PROJECTS BY 2040



Need

- **$58 billion**

Available

- **$15 billion**
  (in Medium Scenario)

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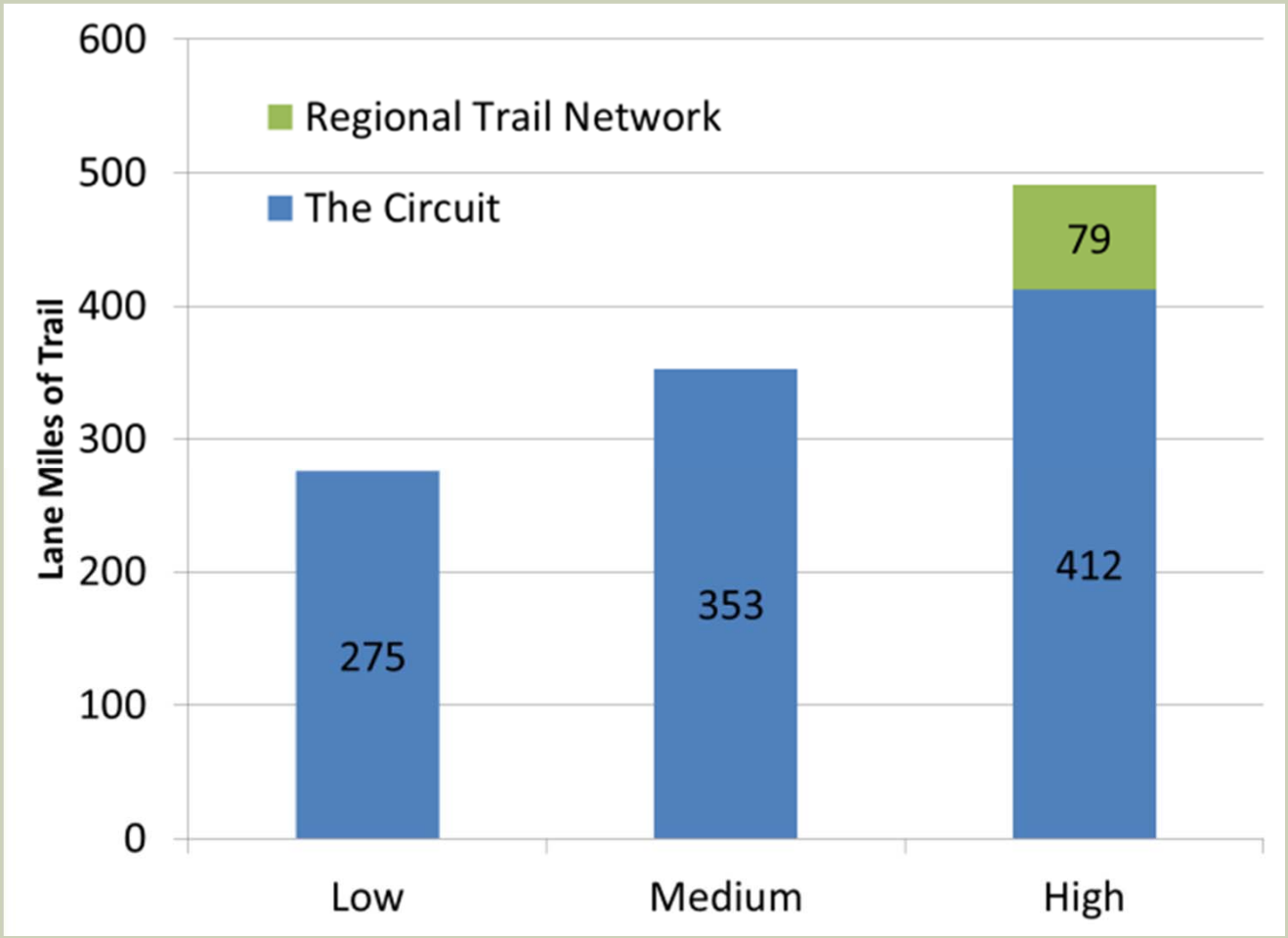
FUNDING OUR FUTURE

MILES OF MIXED-USE TRAILS BUILT BY 2040



Low Scenario

- 82% Complete

Medium Scenario

- 92% Complete

High Scenario

- 100% Complete

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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

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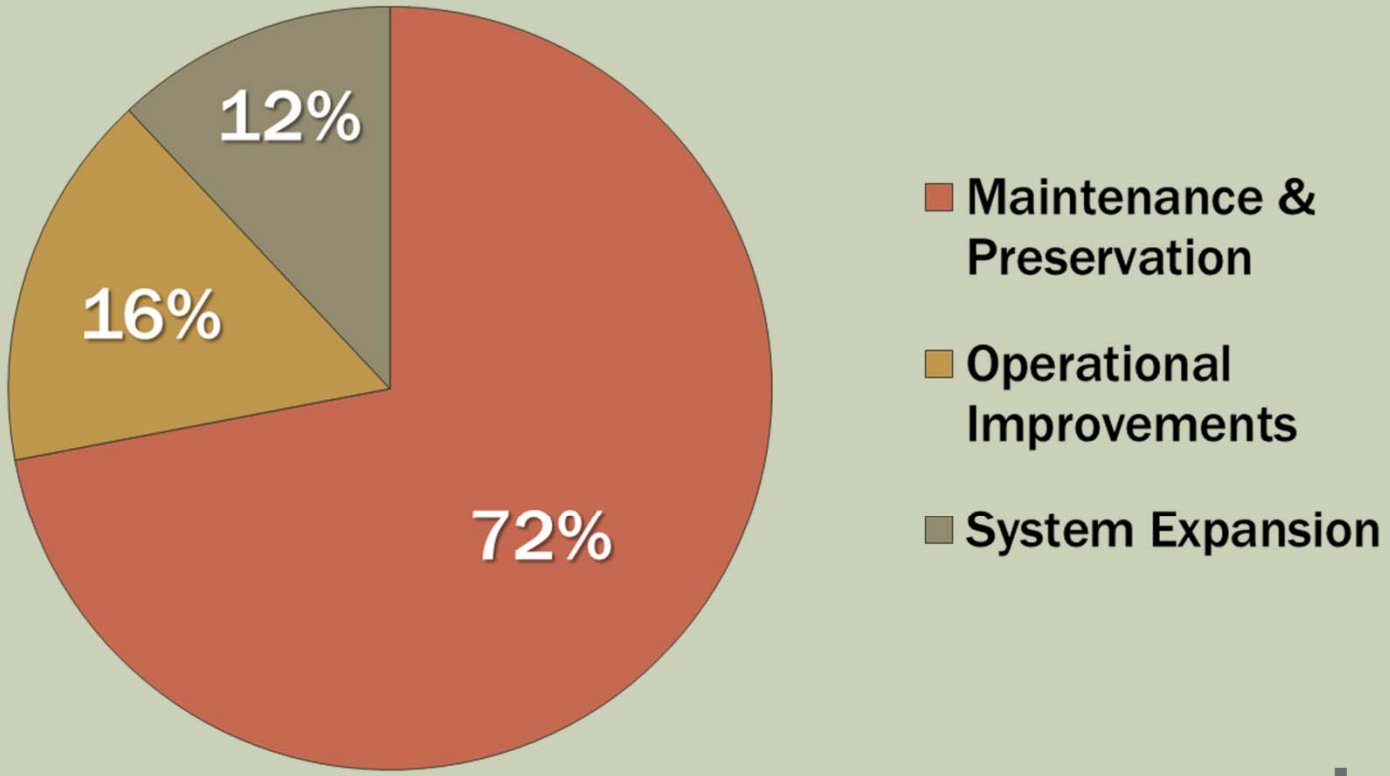
TRANSPORTATION INVESTMENT PRIORITIES

FUNDING IN THE *CONNECTIONS 2035* LONG-RANGE PLAN

- **$65 Billion over 26 years**



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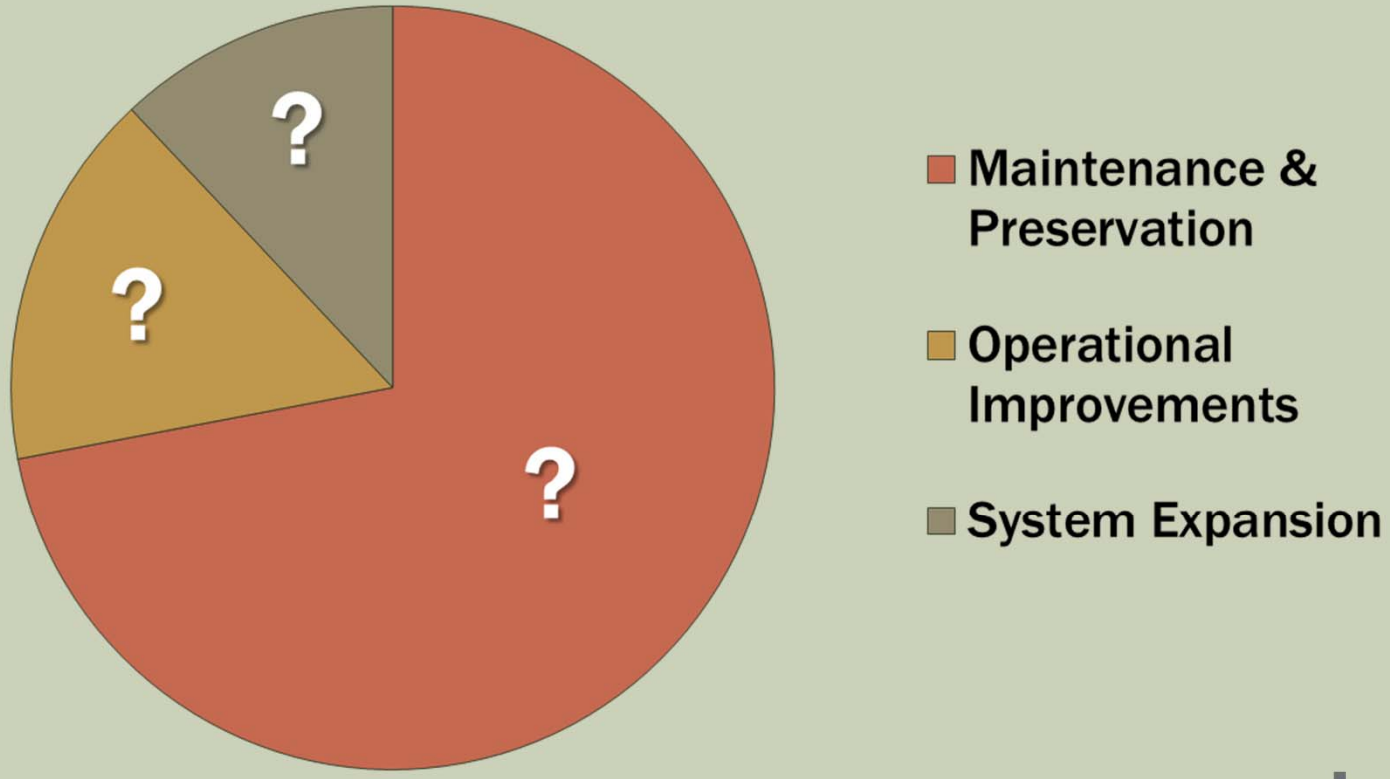
TRANSPORTATION INVESTMENT PRIORITIES

FUNDING IN THE *CONNECTIONS 2040* LONG-RANGE PLAN

- **$44 to $61 Billion over 27 years**



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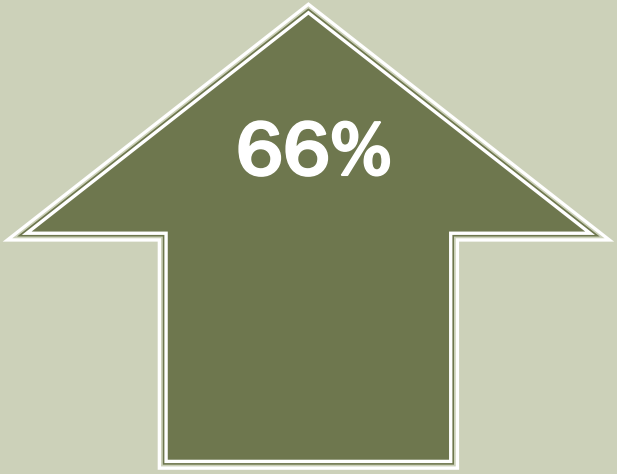
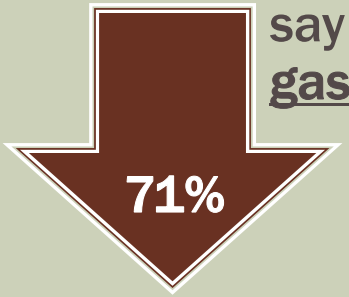
THE SURVEY SAYS:
A MIXED MESSAGE

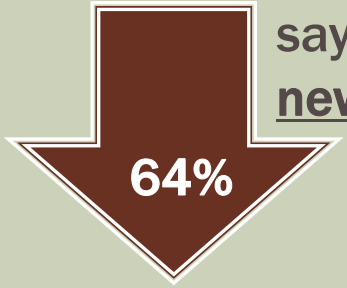


of American voters say **fully funding transportation infrastructure is either extremely or very important**

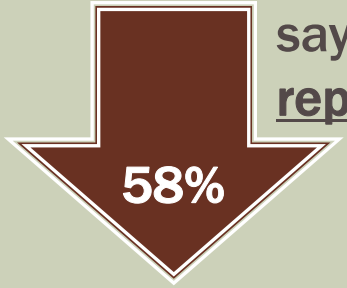
BUT.....



say **No new gas taxes**



say **No new tolls**



say **No replacing the gas tax with a mileage tax**

Source: The Rockefeller Foundation

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CONNECTIONS *2040*
CHOICES & VOICES

www.dvrpc.org/ChoicesAndVoices

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AUTO-ORIENTED COMMUNITIES

towns and cities incorporate a variety of transportation options.

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.

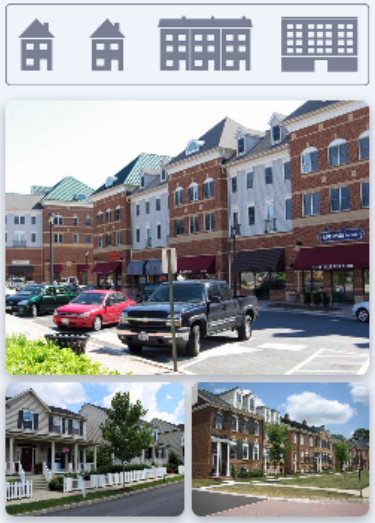
○ Conventional suburban subdivision

*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.*

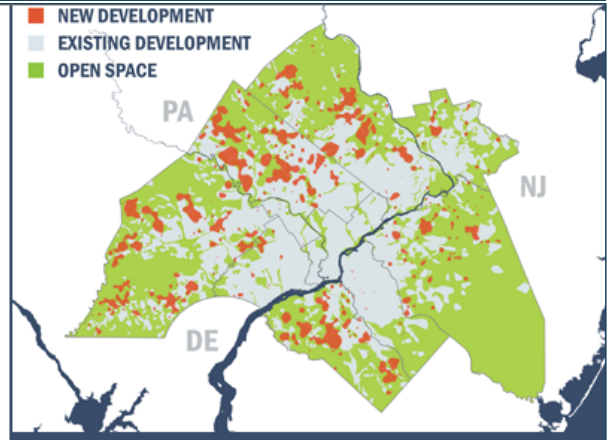
○ Conservation design subdivision

*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 subdivison 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.*

○ Develop mixed-use suburban centers



*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.*



Your Vision for the Future...

	TODAY	2040
↑ 20%	946,700	Acres Developed
↑ 6%	7,790	Vehicle Miles Driven
↓ -3%	82	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

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COMMUNITIES WITH TRANSPORTATION OPTIONS

uses requiring a vehicle to get to work, run errands, or make any other trip. This is typical of development patterns over the last 50 years.

residences, bringing them closer together so that getting to work, running errands, and other trips can be done by walking, biking, or taking transit. Many of the region's older towns and cities incorporate a variety of transportation options.

Where should we build most future neighborhoods 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

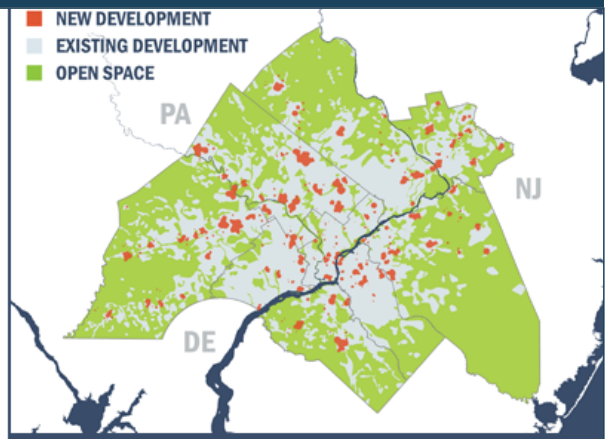
One strategy is to develop a range of housing units and types in towns and cities of various sizes all across the region. This is the strategy advocated by DVRPC's Connections Long-Range Plan.

○ Neighborhood development in core cities and inner-ring suburbs

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

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

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



Your Vision for the Future...

	TODAY	2040
↑ 1%	801,800	Acres Developed
↑ 3%	7,560	Vehicle Miles Driven
↑ 6%	90	Biking & Walking Trips
↑ 15%	67	Transit Trips
↑ 33%	47.8%	Poor Road Condition
↑ 13%	40.3%	Poor Transit Condition
↑ 6%	$13,420	Transportation & Energy Costs
↑ 38%	30.2	Hours of Congestion
↓ -1%	7.5	Greenhouse Gas Emissions
↑ 8%	7.3	Road Fatalities

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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?

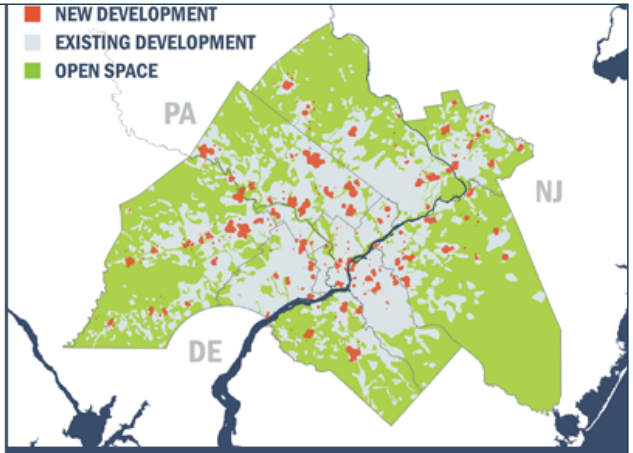
- (•) Yes
- ( ) No

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



Your Vision for the Future...

	TODAY	2040
↑	3%	814,000 Acres Developed
↑	3%	7,580 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%	$13,460 Transportation & Energy Costs
↑	39%	30.4 Hours of Congestion
↓	-1%	7.5 Greenhouse Gas Emissions
↑	8%	7.4 Road Fatalities

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ROAD & BRIDGE MAINTENANCE

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

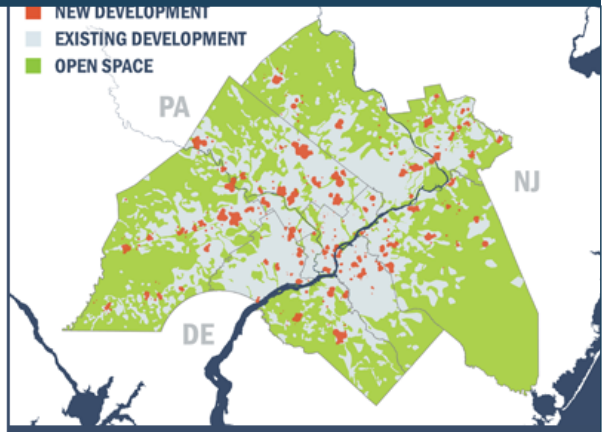
Maintain current funding levels, current conditions worsen

Maintain current conditions

Acheive 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.



Your Vision for the Future...

TODAY → 2040

Budget Remaining: $15.30 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

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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 worsen*	*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:

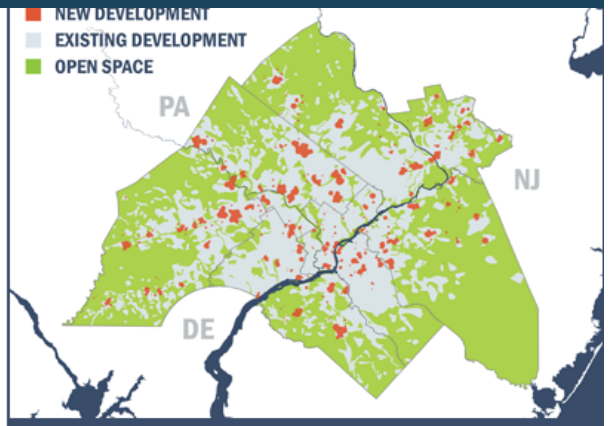
- ☐ by 10 percent (for example, a vehicle currently scheduled to come every 20 minutes would come every 18 instead) - $8.4 billion
- ☐ by 25 percent (for example, a vehicle currently scheduled to come every 20 minutes would come every 15 instead) - $19.7 billion

☐ 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



Your Vision for the Future...

TODAY ---------- 2040

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SYSTEM EXPANSION

☐ 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
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

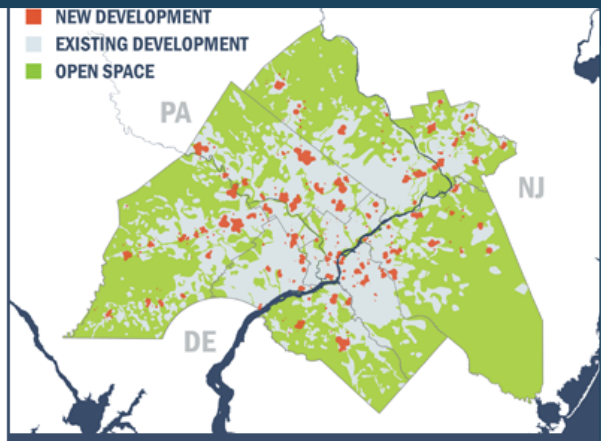
☐ Major highway widening projects, including: - $1.6 billion
US 202 - widening from West Chester to the Delaware state line; and widening and reconstruction from Johnson Highway to PA 309;
US 422 mainline widening from US 202 to PA 363;
US 30 Coatesville-Downingtown Bypass - widening from Business 30/Exton Bypass to Reeceville 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. These costs are assumed to be covered under the road and bridge maintenance question.

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-Elwyn 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-Thorndale Line to Atglen, Pennsylvania - $0.1 billion
☐ Extend Broad Street Line from AT&T Station to Navy Yard - $0.8 billion
☐ Roosevelt Boulevard Bus Rapid Transit from Erie Station and Frankford 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 Bridgewater, New Jersey - $0.2 billion
☐ New South Jersey Bus Rapid Transit along NJ 42 and NJ 55 to Philadelphia, Pennsylvania - $0.1 billion

NEXT



Your Vision for the Future...

TODAY ---------- 2040

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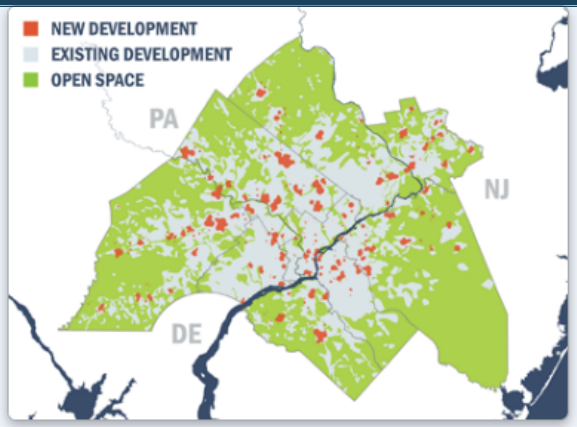
RESULTS



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.

Tweet

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.

Your Scenario:	Average User Scenario:	Compare to Today:
3% 814,000	2% 807,446	790,600

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.

Your Scenario:	Average User Scenario:	Compare to Today:
3% 7,570	-3% 7,140	7,370

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.

Your Scenario:	Average User Scenario:	Compare to Today:
5% 89	10% 93	85

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QUESTIONS & COMMENTS

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