

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
OCTOBER 14, 1997**

APPROVAL OF MINUTES:

The minutes of the September 9, 1997 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Dennis Winters, RCC Chair, reported on the actions of the DVRPC Board at their meeting on September 25, 1997. He also relayed the contents of his letter to John Coscia, requesting the reinstatement of lunch for citizens. He stated that the RTC, which is composed of professional representatives who are compensated for their time, holds a lunch at its monthly meetings, while the citizens, who volunteer their time, have not received lunch for the past 1-1/2 years, at which time they were canceled for financial reasons. John Coscia agreed to providing lunch again; therefore, the RCC meetings will once again begin at 12 Noon. Winters reviewed correspondence he had received from Margaret O'Malley following the September 9th RCC meeting. She had corrected some procedural issues, for which Winters issued an apology, stating that in the future, he will recuse himself from the Chair in order to offer opinions. He also reviewed other procedural issues with the committee; namely, members should address comments to the Chair, not to each other, and participation of members and visitors should be relevant and succinct. Except where the RCC's policy state otherwise, Robert's Rules of Order will dictate the demeanor and process at meetings.

The RCC then discussed the date of its November meeting, which would ordinarily fall on Veterans' Day, when DVRPC is closed. The RCC agreed to meet at 12 Noon on Wednesday, November 12, 1997. Unless otherwise noted, the Transportation Subcommittee will meet at 12 Noon on Thursday, November 6, 1997.

TIP AMENDMENT 9731:

Patricia Horrocks, Transportation Subcommittee Chair, reviewed TIP Amendment 9731, stating that this was a submission by Montgomery County to accommodate engineering for four bridge replacements; among them, Fruitville Road, Roberts Road, Colonial Road, and Arcola Road. To accomplish the advancement of the federal funds needed, the county proposes that the Old Betzwood Bridge project be reduced by \$712,000 and the funds transferred to the appropriate bridge listed above. Since the Betzwood Bridge is not scheduled for construction until mid-1999, future bridge funds can be directed toward it at that time.

ACTION TAKEN BY COMMITTEE:

MOTION (by Pat Horrocks, seconded by Sue McNamara) to recommend that the

DVRPC Board approve TIP Amendment 9731.

AMENDMENT (by Claudia Crane, seconded by Ernest Cohen) to add that consideration should be given for adequate space to widen shoulders to accommodate bicycle and pedestrian access, where appropriate, on these bridges.

MOTION, AS AMENDED, CARRIED. (See voting record.)

TIP AMENDMENTS 9732 AND 9733:

Kathy Popp-McDonough of SEPTA was present to answer questions regarding the projects contained in TIP Amendments 9732 and 9733. SEPTA is requesting action to advance a series of projects that would be funded with new state funding (Act 3). Many of the projects have been included in previous Transportation Improvement Programs (TIPs), and are consistent with the DVRPC Year 2020 Long-Range Plan.

Ms. Popp-McDonough reviewed the list of projects, which include the City Hall Station, Eastwick Station, Environmental Clean-Up Program, Girard Avenue Light Rail Program, New Initiatives Program, Rail Bridge Improvement Program, Rail Rolling Stock Acquisition, Rail Station and Parking Improvement Program, Rehabilitation of Broad Street Subway Stations, Schuylkill Valley Metro, Small Bus Acquisition, and Track Improvement Program. She added details where necessary and answered many questions raised by the RCC, promising to follow up when she did not have answers. The RCC's questions focused on such issues as whether the Girard Avenue Light Rail infrastructure would accommodate ADA requirements; whether the Eastwick Station is being built to serve the new PNC Bank location; and SEPTA's philosophy regarding a future direction and the implications of this direction. Why is commuter rail being replaced with a trolley car line? The RCC also expressed concerns regarding the lack of CMS and IMS studies for specific projects. The RCC requested that a letter or phone call be directed to Rich Bickel at SEPTA, asking for clarification on SEPTA's future direction and philosophy.

ACTION TAKEN BY COMMITTEE:

MOTION (by Pat Horrocks, seconded by Marcile Woodworth) to recommend that the DVRPC Board approve TIP Amendment 9732.

MOTION CARRIED. (See voting record.)

ACTION TAKEN BY COMMITTEE:

MOTION (by Pat Horrocks, seconded by Marcile Woodworth) to recommend that the DVRPC Board approve TIP Amendment 9733.

MOTION CARRIED. (See voting record.)

REPORT ON DVRPC-ACCESS-TO-JOBS DEMONSTRATION GRANT:

ML Wernecke, DVRPC Manager of Comprehensive Planning, reported on a demonstration grant proposal submitted to The Honorable Gordon Linton of the Federal Transit Administration, in response to a request for regional initiatives geared to the welfare-to-work issue. The proposal was prepared by DVRPC, on behalf of a regional partnership that includes SEPTA, the City of Philadelphia, the Delaware County and Greater Valley Forge Transportation Management Associations, and the Private Industry Council of Philadelphia. The proposal outlines an access-to-jobs demonstration project that would assist a minimum of 500 welfare or former welfare recipients from Philadelphia to obtain and commute to jobs in two targeted employment centers -- one urban and one suburban -- namely the Airport Activity Center and the King of Prussia area. The project would take place over a two year period and would provide transportation subsidies, emergency ride home guarantees, transit training for case workers, child care safety net funding, and new transit service to targeted urban and suburban employment centers. The proposal was developed around three principles -- access, support and sustainability. The estimated price tag for the project is \$1.5 million.

Bill Rafsky stated that he believes a housing strategy would be more effective; the welfare population would be better off if they are close to their employment site, rather than commuting to it. Ernest Cohen stated that this would bless the concept of urban sprawl. Even low cost housing is more expensive than an automobile. It is better to get employers to relocate in Philadelphia. Shirley Loveless countered that because of the welfare legislation, the priority should be to connect this population with jobs. The strategy may be flawed because, in the long run, sustainability is the key element. This regional approach, however, has the best chance of building on an existing transit system. Patrick Starr stated that the housing strategy is a problem in this region because of the lack of county empowerment. Bill Rafsky felt that the two strategies are not mutually exclusive, but that housing can be achieved in a reasonable amount of time. Jill Feldman mentioned that she has yet to hear anything from employers that meets the unemployed halfway.

The RCC also wished to express to Barry Seymour that this committee has much expertise in housing and transportation issues, and committee members are interested in helping with this project, if it is indeed funded.

ACTION TAKEN BY COMMITTEE:

MOTION (by Bill Rafsky, seconded by Alma Wynne) to propose that DVRPC staff explore a housing strategy versus a transportation strategy for this project.

MOTION (by Claudia Crane, seconded by Ernest Cohen) to table this motion until after the pending legislative presentation that may have some impact on individuals' thinking.

MOTION CARRIED. (with one "nay" vote.)

ACTION TAKEN BY COMMITTEE:

MOTION (by June Morton, seconded by Ernest Cohen) to state to the DVRPC Board the RCC's desire to send a letter of support for this proposal to The Honorable Gordon Linton (with a copy to The Honorable Rodney Slater).

MOTION CARRIED. (with one "nay" vote.)

REPORT ON PENDING LEGISLATION:

Patrick Starr of the Green Space Alliance introduced Joanne Denworth, President of the Pennsylvania Environmental Council (PEC), who provided an update on pending legislation in Pennsylvania. She stated that PEC has been involved in statutes related to land use and zoning for some time through its Green Space Alliance and 10,000 Friends of PA. Four land use bills are now pending, and if implemented, would provide a better framework for decision-making. Pennsylvania is the most fragmented state in the country. Counties are required to complete comprehensive plans, but these are often ignored by municipalities. Most planning expertise is at the county level, but municipalities invariably make the decisions.

Senate Bill 270, as proposed by Senator James Gerlach, would provide more consistency between local and county plans, integrating zoning with county planning. In addition, three House bills (HB 1613, 1614, and 1615) will be considered over the next year. HB 1614 is a "smart growth" bill that would empower counties and municipalities to enter into multi-municipal plans or inter-governmental cooperative agreements that would designate growth and open space areas. HB 1615 provides for the transfer of development rights, in an attempt to deal with landowner equity.

The RCC will form a Legislative Subcommittee composed of Bill Rafsky, Marcile Woodworth, Donnell Sheppard, Dennis Winters, and Patrick Starr, with Cathy Zukoski as the Chair. Dennis Winters and Cathy Zukoski will announce a meeting date.

SUBCOMMITTEE REPORTS:

Bill Rafsky announced that there was no housing report since the DVRPC Housing Committee had not met. Pat Horrocks discussed the statement issued by the DVRPC Board to the Surface Transportation Board (STB) regarding the proposed CSX-Norfolk Southern-Conrail merger. She then reviewed an additional paper written by John Pawson that will be distributed in the next mailing to the RCC.

June Morton reported on the meeting of the Work Program Committee that morning, and stated that portions of the hand-outs would be mailed to the RCC. Any comments regarding these papers should be directed to Candace Snyder, and she and Ms. Morton will deal with them. Ms. Morton stated that DVRPC is emphasizing regional planning in this work program, versus incident planning.

The Year 2020 Task Force will hold its comments until November.

UNFINISHED BUSINESS:

The motion made earlier by Bill Rafsky regarding the use of a housing strategy for the welfare to work population will be placed near the beginning of the November agenda, as will a proposal by Rafsky on traffic congestion mitigation. In addition, an earlier proposal made by Alma Wynne regarding a public outreach liaison will be discussed under unfinished business near the beginning of the next meeting.

Dennis Winters asked remaining committee members to consider a new procedural rule that would end the meeting when more than 50% of the initial attendees had departed.