

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
NOVEMBER 23, 1999**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of October 12, 1999 were approved as mailed.

CHAIRMAN'S REPORT:

Dennis Winters, RCC Chair, reported that he had received a request from NJ Transit requesting that an RCC representative be appointed to serve on a committee to examine the proposed restoration of commuter rail service on the West Trenton Line. The project is currently at the Environmental Assessment (EA) phase. Don Nigro clarified that the proposed line would go from Boundbrook to West Trenton. Winters asked for a volunteer to serve on the committee; Larry Shaeffer volunteered. However, Winters felt that a New Jersey resident would be the first choice, and will ask Peggy Killmer if she would be willing. Shaeffer would be the appointee if Ms. Killmer cannot serve.

Winters then stated that he had been unable to attend the November 4th Work Program Committee meeting. Only one of the four project supported by the RCC had made the final cut for the FY 2001 Work Program; namely, the Regional Rail Improvement Program. Sue McNamara stated that the Regional Bicycle Map was over-estimated and should be reconsidered at a lower cost. This issue will be addressed under the Draft FY 2001 Work Program update.

Winters then summarized the response of DVRPC's Land Use and Development Committee to the RCC's request that DVRPC consider the costs and benefits of new developments in floodplains, such as the proposal for new housing on Venice Island. At that meeting, the City of Philadelphia noted that the Venice Island proposal is consistent with all city, state and federal floodplain regulations, and that DVRPC had no role in local land use decisions. The committee recommended referring this issue to the State Department of Environmental Protection and the City of Philadelphia as it relates to Venice Island, and to refer the issue to the DVRPC Policy Analysis Committee for any larger regional analysis. Darlene Messina stated that watershed issues are regional in nature, not local. She believes that the DVRPC Board should receive a presentation on watershed issues. The Stroudwater or Brandywine Conservancies would be willing to do such a presentation. The RCC asked that Barry Seymour come to the next RCC meeting to speak to this issue, as it relates to the Land Use Committee. Ms. Messina was asked to have the issues at hand for this discussion. However, she felt that the PA Department of Environmental Protection's published opinion

on "Droughts, Floods and Sprawl" summarized all of the issues, and is attached to these minutes as reference.

REPORT OF THE NOMINATING COMMITTEE:

Sue McNamara, Nominating Committee Chair, reported that the committee had met and had a number of telephone conversations, and had considered several candidates. However, they have decided to present a resolution before the RCC that would suspend Rule #3, which states that RCC officers can only serve three consecutive terms.

Linda Ingenthron, Rules Subcommittee Chair, clarified that rules can be suspended, deleted or changed. The Rules Subcommittee examined the history of the original action, noting that the Board Ad Hoc Committee appointed in 1996 to examine the workings of the RCC raised a point of concern that it hoped would be addressed within the next year following further review and discussion with the Board and with members of the RCC. That point of concern was that the RCC Chair, Vice Chairs, and subcommittee chairmen should have set term limits. Whether the RCC Chair should be a position that rotates between Pennsylvania and New Jersey (as is consistent with the policy and practice of the DVRPC Board Chair) should be determined as well. Ms. Ingenthron stated that the rules adopted in February, 1997 were put into effect by a unanimous vote of the committee. To suspend this rule will take a 2/3's vote of the RCC, according to Robert's Rules of Order. The proposed resolution also does not address how long the suspension would last. The Rules Subcommittee had suggested that the Nominating Committee clarify its wording on the resolution; however the Nominating Committee chose to leave the resolution as is.

Lorraine Brill questioned whether the Nominating Committee had completed their charge. Bob Machler, a Nominating Committee member, stated that he had concerns regarding the suspension of the rule, as did Finley Shapiro. Don Nigro explained that he had been a vice Chair for three years and would not accept this position again. He felt that there has been no better chair than Dennis Winters, but believes that term limits serve a purpose. They discourage the RCC from becoming personality-driven. The need to set aside the term limits rule makes a statement that the RCC has no other competent individuals who could be chair; he does not believe that this is the case.

Finley Shapiro asked that the RCC vote by secret ballot.

ACTION TAKEN BY COMMITTEE:

MOTION (by Sue McNamara, seconded by Cathy Zukoski) to suspend from the DVRPC's Regional Citizens Committee Rule #3: The term of office (for

RCC elected offices) shall be limited to three consecutive years; this was among a list of rules that was approved by a majority vote at the RCC meeting of February 18, 1997.

THE MOTION FAILED BY ONE VOTE.

The committee continued to discuss the issue. Don Nigro stated that the rules are in place to avoid a concentration of power. He believes that the perception outside of this room is that the RCC is an extension of the Clean Air Council. In his opinion, this is the case despite the good job that Dennis Winters as done. He asked Winters to add integrity to the process by ending this action. (NOTE: Don Nigro asked that the attached letter of clarification be included with these minutes.)

Winters recused himself as the Chair, asking Shirley Loveless to take the chair. He noted that we all wear many hats, and he has tried to be democratic as the chairman. Elaine Cohen pointed out that this is a self-selected group that donates a great deal of time and energy and considers these decisions carefully.

ACTION TAKEN BY COMMITTEE:

MOTION (by Claudia Crane, seconded by Ernest Cohen) to suspend Rule #3 until the election of the RCC Chair for Calendar Year 2000 is completed.

THE MOTION FAILED AGAIN BY ONE VOTE.

ELECTION OF THE RCC CHAIR:

The Nominating Committee reconvened. Following their meeting, Cathy Zukoski announced that the committee was proposing Sue McNamara for the RCC Chair for Calendar Year 2000. Dennis Winters opened nominations from the floor. Pat Horrocks and Don Nigro were nominated. Winters closed the floor for nominations.

The RCC voted on secret ballots prepared before the meeting. Following a tabulation of these votes, Winters announced that Sue McNamara would be the RCC Chair for Calendar Year 2000.

TIP AMENDMENT 9924:

Sue McNamara, Transportation Subcommittee Chair, reviewed TIP Amendment 9829, stating that this is a request from PennDOT to amend or modify the FY 1999 - 2002 TIP.

The request accounts for two new projects in addition to adjustments that address project readiness and scope changes, all within the fiscal constraints of the adopted program. The two new projects include the engineering phase of five bridges at the intersection of I-76 and US 1, totaling \$1.2 million; and an Intelligent Transportation System (ITS) project that would hire a consultant to oversee various ITS projects planned for the region. The subcommittee reviewed the various projects that would be adjusted in this amendment, noting that one included a safety improvement to US 202 at PA 313. The subcommittee also emphasized its doubt regarding the cost and impact of ITS projects, but felt that a consultant to oversee the projects would provide better management. The subcommittee recommends that the RCC approve TIP Amendment 9924.

Larry Shaeffer stated that PennDOT had held a public meeting in his community to answer questions about the 202/313 intersection improvement and were unaware of the scheduled improvements. They didn't have accident statistics available or specifics about the project. He stated that this intersection is part of the litigation that has been brought against DVRPC and PennDOT. DVRPC staff clarified that this intersection is not part of the litigated portion of 202, although it is nearby. Shaeffer feels that PennDOT should bring the details of this project to a future meeting. Peter Javsicas also questioned the value of Intelligent Transportation Systems (ITS) and felt it should be singled out of this list. Sue McNamara stated that ITS will move forward because it is a regional priority; at least a consultant may forestall future bad decisions.

ACTION TAKEN BY COMMITTEE:

MOTION (by Sue McNamara, seconded by John Pawson) to recommend that the Board approve TIP Amendment 9924.

AMENDMENT (by Larry Shaeffer, seconded by Shirley Loveless) to not approve the US 202/PA 313 project as listed on PennDOT's TIP Amendment 9924.

AMENDMENT CARRIED.

AMENDMENT (by Peter Javsicas, seconded by Claudia Crane) to not approve the ITS Coordinator as listed on PennDOT's TIP Amendment 9924.

AMENDMENT FAILED.

MOTION CARRIED, AS AMENDED. (See Item A on voting record.)

TIP AMENDMENT 9925:

Ms. McNamara reported that TIP Amendment 9925 is a request from the City of Philadelphia to amend the FY 2000 Pennsylvania TIP to include Phase 1 Congestion Mitigation and Air Quality (CMAQ) funding for a new project, the Independence

Transportation Center, in the amount of \$2,273,533. This 65% CMAQ share would be matched with \$1,224,210 for a total of \$3,497,743. The funding would be used for preliminary engineering, final design, archaeological mitigation, and excavation. Ultimately, the total cost of CMAQ funding for the project will be \$8,723,196. The purpose of the project is to manage charter and tour bus operations in the Independence Mall area. The Transportation Center will complement a variety of pending mall improvements, including the new Liberty Bell Pavilion, the Gateway Visitor Center, the Independence Park Institute, as well as the National Constitution Center. This project will meld bus arrivals and departures into an attractive, well-designed loading and unloading facility, plus provide a nearby bus layover area near 2nd and Callowhill streets. Significant air quality and traffic congestion dividends will accrue as a result of the Transportation Center. An accelerated air quality assessment will be done by DVRPC and Orth Rogers.

Chris Zearfoss, Acting Deputy Mayor for Transportation, Philadelphia, outlined the plans, noting that no other funding source is available for the Transportation Center. Because the CMAQ competition was originally scheduled to be completed in December, the timing of this project was in sync. Now, CMAQ decisions have been delayed until late spring, and this project is due to move forward in January. Zearfoss emphasized the overall regional support for the Transportation Center; Candace Snyder clarified that this project has the highest ranking going into the competition, and that John Coscia hoped that the RCC would not put process before substance. . Dennis Winters stated his objections to removing more than \$2 million from the \$30 million CMAQ pot. The subcommittee recommends that the RCC approve TIP Amendment 9525; however, the motion carried by only one vote with two abstentions and one nay.

Shirley Loveless pointed out that the bus traffic hits at the peak of ozone season, and management of this problem has to be beneficial to the region. Dennis Winters again objected to this project removing a substantial amount from the CMAQ pot, and assumes that the additional funds needed later for the project will also eventually be committed. He believes that we're seeing a withdrawal from an inclusionary process. Lorraine Brill noted that there will be a second round of CMAQ funding and competition.

ACTION TAKEN BY COMMITTEE:

MOTION (by Sue McNamara, seconded by Illy Sobel) to recommend that the Board approve TIP Amendment 9925.

MOTION CARRIED. (See Item B on voting record.)

YEAR 2025 MUNICIPAL POPULATION AND EMPLOYMENT FORECASTS:

Joel Fontane, DVRPC Regional Economist, stated that the Year 2025 Municipal Population and Employment Forecasts were distributed to the nine counties in the region

for review, and incorporated municipal input through each county. DVRPC used the recently adopted county level forecasts as control totals, and the best and most current information available. The municipal forecasts were then derived in five year increments to the year 2025. These forecasts update and extend the Year 2020 forecasts, which were completed in 1993, and which are required under TEA-21. Once adopted, they will serve as the control totals for transportation analysis zone disaggregation, and will be used in all transportation and regional planning analysis. All forecasts were reviewed, adjusted and approved by member county planning staff and are recommended for adoption by DVRPC staff. Fontane explained that all municipal forecasts are subject to a detailed internal review in which DVRPC's regional perspective, along with a realistic assessment of the extent to which the adopted regional land use plan will be implemented, are incorporated to adjust forecasts. Final forecast adjustments are based on a municipal survey completed by member counties, and final review by member county staffs.

Rikki Saunders questioned the numbers projected for Londonderry Township; she asked if easements, protected lands, etc., were taken into account when factoring future growth. She stated that, as a township supervisor, she is aware that no new sketch plans or development is on the books at this time. She cannot accept these numbers for the township. Fontane pointed out that this scenario is based on what we see if current trends (not historic) continue, and it is not known if the best intentions will play out. This isn't necessarily our destiny. The RCC questioned whether DVRPC extrapolates major economic system changes such as future oil shortages, etc. Fontane answered that DVRPC does not. The numbers will be revised within five years, and may examine trends at that time.

Larry Shaeffer questioned the numbers for Doylestown Township, noting that a township supervisor had told him the township was built out. He thinks the numbers are self-serving for the Commission considering the issues with the route 202 corridor. Wayne DiFrancesco found the numbers for Londongrove Township and Avondale inaccurate. (He later contacted Candace Snyder to say that he could accept these numbers.) Illy Sobel felt that DVRPC should do multiple forecasts showing various scenarios. Fontane countered that DVRPC is an objective advisor, and that this is a collaborative process. If this is a scenario that the RCC does not want, then the committee should help alter policy decisions that will impact a change. Dennis Winters pointed out that when used for transportation analysis, these trends could show a very different view and influence future decisions.

Fontane answered that his charge was to take these numbers and create a single, most likely scenario. Marcia Ryan questioned the term of reference. Fontane answered that DVRPC relies on the counties to link with the 352 municipalities in the region. The Commission cannot possibly engage each municipality on its current budget. Shirley Loveless emphasized that she would like to see more scenarios done. In other MPO's, high, medium and low density scenarios are run. The impact of e-commerce should also be included.

ACTION TAKEN BY COMMITTEE:

MOTION (by Don Nigro, seconded by Claudia Crane) to urge the DVRPC Board to disapprove the Year 2025 Municipal Population and Employment Forecasts based upon apparent discrepancies in a number of communities (i.e., Londonderry Township, Doylestown Township, Highland, etc.); the RCC would also like to see multiple scenarios developed in the future.

MOTION CARRIED. (See Item C on voting record.)

YEAR 2000 WORK PROGRAM AMENDMENTS:

John Ward, DVRPC Manager of the Office of Corridor Planning, outlined four Year 2000 Work Program Amendments; namely, Regional ITS; Center City Cordon Line Survey; Regional Screen Line Survey; and External Trip Survey. He clarified that the need for this change is based upon various projects or requests coming in throughout the fiscal year.

The **Regional ITS** project will continue DVRPC's efforts to coordinate ITS activities within the region through the completion of a Regional ITS Architecture and the recommendation of a scenario to formalize institutional coordination and information sharing. During Phase I, DVRPC completed a survey of about 100 municipalities and other ITS stakeholders to identify their information-sharing procedures and capabilities. Phase II would include detailed supplemental analyses for the development of potential scenarios to formalize institutional coordination, and would continue to convene the prototype incident management task force. Ward pointed out that ITS helps with quicker response time to accidents, provides better travel information for both highway and transit, and improves mobility.

ACTION TAKEN BY COMMITTEE:

MOTION (by Finley Shapiro, seconded by Lorraine Brill) to recommend that the DVRPC Board approve the addition of the Regional ITS project to the Year 2000 Work Program; however, the RCC encourages the accelerated development of performance standards by which to evaluate ITS.

MOTION CARRIED. (See Item D on voting record.)

John Ward went on to state that the second proposed addition to the current Work Program is the **Center City Cordon Count** which monitors and assesses traffic crossing the cordon delineating the Philadelphia Central Business District (CBD). This survey is a reoccurring activity which has been undertaken every five years since 1960. The project is essential for the monitoring and analysis of Center City travel patterns necessary to establish mobility trends, to provide input to simulation and forecasting, and to monitor

Center city development. Sue McNamara pointed out that bicycle and pedestrian traffic should also be counted in this survey. This represents a flaw in the process. Wayne DiFrancesco questioned that sample size.

ACTION TAKEN BY COMMITTEE:

MOTION (by Sue McNamara, seconded by Ernest Cohen) to recommend that the DVRPC Board approve the addition of the Center City Cordon Survey to the Year 2000 Work Program; however, the Center City Survey should include the addition of bicycle and pedestrian counts across the cordon line.

MOTION CARRIED. (See Item E on voting record.)

Ward explained that the **Regional Screenline Survey** is a count of traffic flows across defined screenlines within the region and has been done every five years since 1960. The counts are used to determine highway traffic volumes and to monitor traffic trends in the nine counties. Counts will be taken at approximately 600 locations. The three-year project will run from FY 2000 through FY 2002. The data will go into regional travel simulation and traffic forecasting to meet Clean Air Act Amendment requirements. The RCC discussed the lack of rail and water freight data in the context of travel.

ACTION TAKEN BY COMMITTEE:

MOTION (by Sue McNamara, seconded by Rikki Saunders) to recommend that the DVRPC Board approve the addition of the Regional Screenline Survey to the FY 2000 Work Program.

AMENDMENT (by Ernest Cohen, seconded by Finley Shapiro) to include rail and water freight data when analyzing or forecasting travel in the region.

MOTION CARRIED, AS AMENDED. (See Item F on voting record.)

Ward went on to explain the **External Trip Survey**, which determines origin-destination travel patterns, travel activity, and travel mode of a sample of vehicles crossing the nine-county DVRPC cordon.

The external and through travel patterns are especially critical for transportation facilities located near the region's boundary. This project will update travel characteristics that were last collected in 1988. Toll authorities in the region, the state highway departments, county planners, and interregional freight and passenger operators will benefit from this survey, which will provide useful data for the improvement of transportation facilities. Truck travel will be integrated into the survey, with data on vehicle types and commodity flows collected. Data will be collected through roadside interviews.

ACTION TAKEN BY COMMITTEE:

MOTION (by Rikki Saunders, seconded by Finley Shapiro) to recommend that the DVRPC Board approve the addition of the External Trip Survey to the FY 2000 Work Program; however, the RCC believes that rail and water freight data should be incorporated when analyzing travel in the region. A future result of any analysis should be recommendations that offer incentives and policy direction that promotes better transportation decisions.

MOTION CARRIED. (See Item G on voting record.)

UPDATE OF DRAFT YEAR 2001 DVRPC PLANNING WORK PROGRAM:

Ben Ginsberg, DVRPC Senior Regional Planner, stated that 43 projects had been proposed for DVRPC's Year 2001 Work Program --- more than in any past year. Only 11 individuals were present at the November 4th Work Program meeting to promote their projects. Seven projects were chosen, including the Phoenixville Area Transportation Needs Assessment (two-year project at \$50,000 per year); PATCO Parking Needs Assessment (two-year project at \$50,000 per year); Regional Rail Study (\$40,000); Incident Data Collection (\$166,000); Infrastructure Concurrency and Growth Management Ordinances (\$60,000); Rail Weight Limit Study - Phase I (\$25,000); and I-95 Walt Whitman /Bridge Interchange Study (\$75,000). The projects total \$466,000. In some cases, alternatives sources of funds are available for a number of projects that were not selected. Staff is currently developing descriptions for the selected projects. A Draft Work Program will be presented at the December 3rd Board meeting, and staff will ask for the Board to release the document for public comment. Final approval will be sought at the January Board meeting.

The RCC discussed the Walt Whitman Interchange Study. In addition, Sue McNamara emphasized that the proposed Bicycle Map that was submitted to the Work Program Committee by the RCC did not make the cut of final projects. She stated that the cost submitted for this project was \$100,000 and included the printing and production of the map.

She, however, feels that only the GIS work would be sufficient to provide the basis for phase 1 of the regional map; her agency could then take this information and complete production under phase 2. An application is in place for CMAQ funding of the printing. Ms. McNamara emphasized the need for DVRPC to do the GIS work. The Transportation Subcommittee recommends that the RCC re-examine the need for a Regional Bicycle Map and resubmit this request for GIS work, with a revised cost estimate, to the Work Program Committee. However, since a quorum was no longer present, the RCC could not vote on this matter. Ms. McNamara will bring this matter to the attention of the Work Program Committee on December 3rd.

Dennis Winters brought up the Regional Implementation of the PA Statewide Bicycle/Pedestrian Master Plan, which is an important project to Secretary Brad Mallory. Budgeted at \$90,000. This proposed project would provide technical assistance to DVRPC to develop a municipal outreach program and establish a District-wide bicycle level of service. Winters pointed out that he will support inclusion of this project the December 3rd meeting as well.

Ben Ginsberg will notify Candace Snyder when Draft FY 2001 Work Programs are available for distribution, and she will sent a notice to RCC members who can in turn contact her for copies. The RCC will have an opportunity to vote on the entire document at its January 11th meeting.

SUBCOMMITTEE REPORTS:

Year 2025: Ernest Cohen stated that a draft report on the Schuylkill Valley Metro is being reviewed by his group. He believes that future service should be part of the commuter rail system.

OTHER BUSINESS:

Presentations on Getting Older and Getting Around; *Horizons: The Year 2025 Plan*; and Job Access will be deferred until January, 2000.