

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE (RCC)
OCTOBER 16, 2000**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of September 12, 2001 were approved as mailed.

CHAIR'S REPORT:

Patrick Starr, RCC Chair, asked Warren Strumpfer to provide his observations at the next RCC meeting on the Context Sensitive Design Workshop that he has attended.

The committee discussed Rick Peltz's remarks regarding the Schuylkill Valley Metro. Mr. Starr will talk with Larry King about inviting Mr. Peltz to a future RCC meeting.

Appointment of Nominating Committee:

The following RCC Members were appointed:

Philadelphia - Cathy Zukoski
Montgomery - John Pawson
Chester - Linda Ingenthron (who was not present)
Delaware - Harry Hyde
Bucks - Larry Schaefer (who was not present)
Camden - Warren Strumpfer
Mercer - Peggy Kilmer (who was not present)
Gloucester - Chris Roberts will be contacted
Burlington - No representative

The Nominating Committee will meet following the RCC meeting to appoint a chair and select a meeting date. They will report at the November 20th RCC meeting at which time the Chair will be elected.

Approval of RCC Dates for 2002:

The following dates were approved:

Tuesday, January 15
Tuesday, February 19
Tuesday, March 19
Tuesday, April 16
Tuesday, May 14
Tuesday, June 18

Tuesday, July 16
August meeting to be determined
Tuesday, September 17
Tuesday, October 15
Tuesday, November 19
December meeting to be determined

TIP ACTION PA0149 (CHESTER COUNTY):

Dennis Winters, Transportation Subcommittee Chair, reported that Chester County has requested that DVRPC modify the TIP by adding \$500,000 (\$400,000 CMAQ, \$100,000 local) to a prior TIP project, the Exton Community Circulator (TIP #6871), in FY02 in order to fund two additional years of operation of the “Whirl” demonstration bus route.

Service on this route was initiated this year and ridership is exceeding initial expectations and is regularly increasing according to the county. The service performs three functions: moving commuters to the Exton R5 station; taking commuters from Exton station to area business parks; and providing mid-day service between neighborhoods and retail centers. Because of expanded functions, there have been cost increases from the original proposal. Fiscal constraint will be maintained by drawing funds from the DVRPC Competitive CMAQ Program (TIP #0571). There will be no impact on the TIP’s conformity finding since this project was included in the regional air quality conformity analysis.

Discussion: Dennis Winters questioned whether this project will be funded out of the current CMAQ allotment or out of the new competitive allotment. Chick Dougherty, DVRPC Associate Director, Transportation Planning, answered that this will be funded out of the current allotment. CMAQ dollars may be used for this type of project for three years.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action 0149, Chester County’s request to add \$500,000 (\$400,000 CMAQ, \$100,000 local) to a prior TIP project, the Exton Community Circulator (TIP #6871), in FY02 in order to fund two additional years of operation of the “Whirl” demonstration bus route.

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

TIP ACTION (PENNSYLVANIA TURNPIKE):

Dennis Winters explained that the Pennsylvania Turnpike TIP action was tabled to allow Chester County to meet with the Pennsylvania Turnpike Commission for a

briefing. This particular project – to widen the Turnpike to six lanes from the Downingtown Interchange to the Valley Forge Interchange – came up since the adoption of the Year 2025 Plan. The project also will include the evaluation, and if warranted, the design of slip ramps at State Route 113 and State Route 29. The action will be back next month.

Dennis Winters expressed his concern about the Turnpike Commission's ability to initiate projects without any oversight. He noted that this particular project has already been bid for preliminary engineering. Chick Dougherty stated that the Turnpike does not use federal dollars so it does not have to meet federal mandates regarding emissions. DVRPC must use all regionally significant projects in its air quality conformity analysis, including Turnpike projects. DVRPC, however, does not have control over Turnpike decisions. Dougherty explained that DVRPC will have to amend its 2025 Plan to include this latest Turnpike project. This will probably be done in conjunction with the public outreach for the Pennsylvania TIP in the spring of 2002.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the RCC send a letter calling for better integration between the Pennsylvania and New Jersey Turnpike Commissions, DRPA and DVRPC, noting that DVRPC has a role to play in the decision-making process. The letter should also note that there needs to be a more open process in Turnpike projects and should urge early public involvement, particularly in light of environmental justice mandates. In addition, the letter, which will be drafted by Dennis Winters, will express the RCC's concerns about air quality.

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

TRANSPORTATION SUBCOMMITTEE REPORT:

Dennis Winters reported on an article in the October 11, 2001 Inquirer that stated that SEPTA had released the Draft Environmental Impact Statement (DEIS) to the Federal Transit Administration (FTA). Dennis Winters questioned whether it was legal to release the DEIS prior to its disclosure to the public. Candy Snyder spoke with David Fogel of SEPTA and learned that the DEIS was sent to FTA for review and comment. The DEIS will be released to the public in early 2002. It is standard to ask the federal authority to review the statement before releasing it to the public.

Fogel also noted that the DEIS does not differ to any extent from the document discussed last year with the RCC. Chick Dougherty confirmed that this is normal procedure.

FY 2002 WORK PROGRAM AMENDMENT: SMART GROWTH POLICY FOR SEWER AND WATER INFRASTRUCTURE (BUCKS, CHESTER, DELAWARE,

MONTGOMERY AND PHILADELPHIA COUNTIES):

Patty Elkis, DVRPC Manager, Office of Environmental Planning, presented an proposed Work Program Amendment for the Environmental Protection Agency's *Making Smart Growth Work: Community Innovations and Responses to Barriers*. A grant program has funded a study "Smart Growth Policy for Sewer and Water Infrastructure". The study area covers Bucks, Chester, Delaware, Montgomery and Philadelphia counties in southeastern Pennsylvania and will be managed by 10,000 Friends of Pennsylvania. Phase I of the project focuses on sewer systems and growth patterns and is divided into 3 tasks over a one year time frame. Task 1 involves case studies and is to be completed by a consultant through a competitive process. Tasks 2 and 3 are to be completed by the Delaware Valley Regional Planning Commission (DVRPC), due to DVRPC's unique ability to perform the required tasks. The DVRPC analysis will provide a regional inventory of current and projected sewer service areas and their current capacities. DVRPC will also determine the current population within sewer service areas and the degree of new housing constructed within existing sewer service areas, within newly expanded service areas, and within areas not served by central sewers. This study will help to relate development patterns to the availability of sewer service.

Discussion: A question was raised regarding how the Smart Growth Policy related to the Horizon 2025 plan. Ms. Elkis' response was that Task 3 of the study called for a cost benefit analysis that would look at how money can be better spent to control growth in the region. The RCC asked whether or not information from this study would be available on GIS. Ms. Elkis replied positively.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Finley Shapiro) to recommend that the DVRPC Board amend the FY 2002 Work Program to include the Smart Growth Policy for Sewer and Water Infrastructure Project for Bucks, Chester, Delaware, Montgomery and Philadelphia Counties.

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

ENDORSEMENT OF RCC PRIORITIES FOR DVRPC FY 2003 WORK PROGRAM:

The RCC reviewed the projects that remained after the committee's officers had sorted through all projects submitted for consideration in DVRPC's FY 2003 Work Program. Patrick Starr announced that DVRPC's Work Program Committee will meet on October 19th to consider and rank the projects. Mr. Starr will attend representing the RCC. Approximately \$400,000 is available for new projects out of a total budget of \$5.5

million. The committee has been asked to submit its top two priority projects. Ajay Creshkoff urged staff to take the prioritized projects and indicate how they fit into the Year 2025 Plan. Members stated the need for projects #11, 2, 4 and 13. The RCC voted and ranked the following projects as the highest priority:

1. Inventory and Potential of Transit-Oriented Development Sites

Traffic volume and congestion can be minimized, in part, through greater use of the existing regional transit network. Creating activity centers in and around rail stations for housing, employment or shopping can capitalize on this means of travel and can help to reduce automobile trips. This project would compile an inventory of sites ripe for TOD and include a brief analysis of steps necessary to make TOD happen at each site. This would follow-up on DVRPC projects along the Schuylkill Valley Metro and the Southern New Jersey Light Rail Line, the CMAQ and TCSP funded TOD work organized by the Pennsylvania Environmental Council, and the work supported by New Jersey Transit, and could be the prelude to a future project working with supportive municipalities and transit providers on implementation. **\$100,000**

2. Rail Restoration Study

Two inactive rail segments in the region could accommodate rail freight services: the Bethlehem Branch north of Quakertown (Bucks County) which connects the Delaware Valley to the Allentown-Bethlehem area; and the Southern Secondary between Woodmansie (Burlington County) and Winslow Junction (Camden County). This study would examine the costs and benefits of restoring these track segments for active rail freight use. **\$75,000**

2. (Tied with project above): Bicycle/Pedestrian Facility Utilization Projections

TEA-21 mandates an integrated transportation planning procedure for all modes of transportation, and conformity between mobility and environmental goals. DVRPC staff has recently implemented a non-motorized travel model prepared by Cambridge Systematics as part of the Travel Simulation Model Enhancement Project. This model produces estimates of non-motorized trip origins so that they may be deducted from motorized travel prior to simulation of highway and transit facility volumes. Bicycles are an important mode of transportation because they account for an important share of trips in Center City Philadelphia, as well as many low-income and university communities throughout the region. The purpose of this project is threefold: The application of the new/improved model in order to estimate non-motorized travel; Estimate the current modal split of the non-motorized travel using three sources: the 2000 Household Travel Survey, the 2000 Census, and the proposed Bicycle Survey; Estimate and identify areas and corridors where potential ridership growth exists. Phase I will prepare current and future demand for non-motorized travel using the new/updated model. Phase II will extend the existing non-motorized travel model by estimating bicycle/pedestrian modal split and estimate usage for specific area and corridors of the region. **\$85,000**

4. Bicycle Survey

TEA-21 mandates an integrated transportation planning procedure for all modes of transportation, and conformity between mobility and environmental goals. Bicycles are an important mode of transportation because they require no fossil fuels, produce no emissions, and because they account for an important share of trips in Center City Philadelphia, as well as many low-income and university communities throughout the region. Data is needed for a limited number of locations in Philadelphia and throughout the region on the origins and destinations of bicycle users, trip purpose and the reason for mode choice. Mail-back questionnaires may be distributed to bicyclists arriving at predetermined locations near college campuses, regional rail stations and other locations to be determined. The survey instrument will be designed to collect trip origin and destination information, and data regarding trip purpose and reason for mode choice. Staff will code and tabulate the collected data. Data on bicycle trips may also be obtained from Census data, the recently compiled household survey and peak period bicycle traffic counts conducted by the City of Philadelphia. This project was included in the DVRPC survey projects scheduled to be conducted to compliment the Census 2000 data. DVRPC has never before conducted a survey on bicycle usage, which is now necessary to fulfill environmental and mobility planning mandates.
\$100,000

SCHUYLKILL VALLEY METRO:

Don Nigro stated that SEPTA had responded to the RCC's comments at the July Board meeting regarding the Schuylkill Valley Metro. He disputed the response, noting that he and the committee had received information from DVRPC in a letter from Dr. Thabet Zakaria dated October 10, 2001. Mr. Nigro asked that the RCC, in turn, submit a number of questions.

ACTION TAKEN BY COMMITTEE:

MOTION (by Don Nigro, seconded by Dennis Winters) to submit the following statement and questions to the DVRPC Board for response:

Page 187 of the DVRPC document, "1990 Validation of DVRPC Travel Simulation Models" (published October 1997, Publication No. 97017) shows that the model overestimates Route 100 riders by 50.5 percent (11,742 simulated riders versus 7,800 actual riders). The calibration that DVRPC speaks of must be an after-the-fact re-calibration. The RCC has several questions concerning this re-calibration:

1. Who conducted this re-calibration?
2. When was this re-calibration conducted?
3. The calibration documented in DVRPC Publication No. 97017 appears to be the first major calibration effort since the 1980s. What is the

- magnitude and extent of that calibration as compared to the re-calibration?
4. What was the impetus for the re-calibration given that a major calibration was completed and documented in 1997?
 5. In what DVRPC document are the results of the re-calibration published? Please provide the document title, publication number and publication date.
 6. Against what year of demographics (e.g., census data) and service pattern was this re-calibration validated? How does this contrast with what was used in the calibration documented in DVRPC Publication No. 97017?
 - 7a. What were all of the changes in the re-modeling of the Route 100 that resulted in bringing the simulated ridership down from 11,742 riders to 7,401 riders? Such a dramatic drop could not have been the result of a minor tweak. Please detail every changed nuance down to each altered coefficient, parameter and input variable. The RCC is looking for a voluminously detailed response.
 - 7b. Please provide the rationale for every changed nuance down to each altered coefficient, parameter and input value. In other words, why were each of these changes made?
 - 7c. Please provide copies of all original source documentation for these changes including computer input files for the two calibrations in question. These can be provided in electronic format.

If DVRPC was not responsible for the re-calibration, the RCC requests that DVRPC staff obtain the answers and information requested in questions 6 through 7c from the agency that conducted the re-calibration.

MOTION CARRIED.

OTHER BUSINESS:

Lorraine Brill announced that SEPTA had held a meeting last week to discuss SEPTA Route 76. She made her testimony and that of Ajay Creshkoff available to members.