

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JULY 17, 2007**

APPROVAL OF MINUTES:

The minutes of the June 19, 2007 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Warren Strumpfer, RCC Chair, noted that at the last DVRPC Board meeting, he had received a comment from the Montgomery County representative regarding the RCC's concern about bike trail development near the reconstruction of Rt. 309. Springfield Township was consulted about the filling in of the tunnel where the proposed bike trail was to be located.

Mr. Strumpfer directed the RCC's attention to the FHWA Certification Report for DVRPC, specifically item 1, related to DVRPC project prioritization and project selection. This is a very important issue for the RCC. A second issue is the continued expansion of the RCC and the committee's need to continue to address environmental justice issues. The primary topic of the August RCC meeting will be to investigate these issues, as well as to discuss upcoming projects, agendas, and membership development. Mr. Strumpfer noted that environmental justice in some projects can be addressed through planning tools such as "Complete Streets."

Mr. Strumpfer stated that DVRPC Senior Transportation Planner Zoe Neaderland presented the 2007 Supplemental Projects of the Congestion Management Process (CMP) last month and that she and DVRPC Director of Technical Services, Chick Dougherty, met with NJDOT to stress the importance of implementing this process. Mr. Strumpfer also referred to the approval last month of the sewer project in Woolwich Township, and asked if CMP procedures could be applied to the project. In addition, he mentioned that he had trouble completing the Land Use/Transportation Economic Development Scoring Sheet that was distributed at last month's meeting, in that there was no framework for conceptualization. He will discuss this further at the Board meeting next week and will follow up with Mike Boyer, DVRPC Manager, Office of Long Range Planning.

Finally, Mr. Strumpfer mentioned his desire for continued support of Chick Dougherty's proposal to provide more transportation funding to municipalities and counties that undertake more highway work.

RTC REPORT:

Lorraine Brill reported that staff presented the UPlan Land Use Planning Model Implementation, which reports the progress of implementing the UPlan GIS-based land use planning model. She also noted that staff will be working with the New Jersey subcommittee on outstanding projects. Ms. Brill stated that a list of TIP project deferrals was received, and that most deferred projects affect FY 2010 and beyond.

DVRPC FISCAL YEAR 2008 WORK PROGRAM AMENDMENT: BICYCLE EDUCATION ENHANCEMENT PROGRAM (BEEP), CITY OF PHILADELPHIA:

Elizabeth Smith, DVPRC Project Implementation Coordinator, noted that this project was one of the 34 projects selected by the Pennsylvania State Transportation Commission to receive funding under the 2005/2006 Transportation Enhancements/Home Town Streets/Safe Routes to School (TE/HTS/SRS) regional competition. The Bicycle Education and Enhancement Program (BEEP) is an integrated in-school bicycle education & safety program within the School District of Philadelphia that teaches 5th-8th graders how to bike safely & legally, as well as basic cycling & repair skills. Funding for this program was previously approved during the 2000 and 2003/2004 Transportation Enhancement project selection rounds, and the tasks included in this round of funding will continue to build upon the existing program, including the training of teachers, hiring of program staff, installation of bike racks and purchasing of textbooks and videos. This funding will also provide for some new tasks not previously addressed, including contracting with the Neighborhood Bike Works to create and maintain a computerized parts/supplies inventory and distribution system, completion of the second phase of the computerized Bicycle Route Mapping System by the Bicycle Coalition of Philadelphia, and the purchasing of new office technology.

Discussion: Ms. Smith announced that notifications to apply to this program are sent to all school districts and municipalities in the region.

ACTION TAKEN BY COMMITTEE:

MOTION (by Hans Van Naerssen, seconded by Lorraine Brill) to recommend that the Board amend the DVRPC FY2008 Work Program to include the *Bicycle Education Enhancement Project (BEEP)*.

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

FY 2008 PLANNING WORK PROGRAM AMENDMENT: CENTRAL CAMDEN COUNTY BICYCLING AND MULTI-USE TRAILS MASTER PLAN:

John Madera, PP, AICP, DVPRC Senior Transportation Planner, noted that ten contiguous municipalities in central Camden County have been moving forward, independently, on plans to build bikeways and multi-use trails. Each municipality has expressed interest in the coordination of efforts with adjacent municipalities to achieve a unified network of bikeways and multi-use trails.

Funded through a grant from the Association of New Jersey Environmental Commissions matched by the County of Camden, the proposed project will create a unified master plan for bicycling and multi-use trails in the townships of Berlin and Voorhees; and the boroughs of Berlin, Clementon, Gibbsboro, Hi-Nella, Laurel Springs, Lindenwold, Somerdale, and Stratford. Addressing the needs of all classes of users, the plan will include a prioritized capital improvements program; and establish design standards for on-road facilities and each proposed trail. Bicycle parking and safety education needs will also be addressed.

Expanding upon and updating work performed in FY 03, project staff will integrate the geographic data from recently completed trail and open space inventories and plans and perform an analysis to identify trail network gaps and alignment opportunities. The information generated will be presented at a charrette involving project stakeholders in the development of the plan. It is anticipated that each municipality will formally endorse or adopt the plan, refer to it in prioritizing its bikeway and trails development program, and use it to develop joint applications for capital funding with neighboring municipalities.

Discussion: Hans Van Naerssen asked how these communities were selected. Mr. Madera replied that the communities were self-selected to participate in the study.

ACTION TAKEN BY COMMITTEE:

MOTION (by Hans Van Naerssen, seconded by Cheryl Tumola) to recommend that the Board amend the DVRPC FY2008 Work Program to include the *Central Camden County Bicycling and Multi-Use Trails Master Plan*.

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

YEAR 2035 REGIONAL, COUNTY AND MUNICIPAL- LEVEL POPULATION AND EMPLOYMENT FORECASTS:

Mary Bell, PP, AICP, DVRPC Principal Planning Analyst, explained that population and employment forecasts are an essential component of long-range regional planning. DVRPC adopted 2030 population and employment forecasts in March 2005. Working closely with the county planning commissions, DVRPC staff has prepared regional, county and municipal-level population and employment forecasts in five-year increments through 2035.

DVRPC used a traditional age-cohort component model incorporating birth rates, death rates and migration to estimate regional and county-level population forecasts. Two additional sets of regional and county-level forecast were developed utilizing disaggregation ratios and growth rates from the 2030 forecasts. Out of the three alternative sets of county level forecasts, draft 2035 county-level forecasts were selected to fall within this expected range, with the regional total similar to that obtained from the cohort-component model. County-level employment forecasts were calculated based on ratios of employment to population for each county in 2000 and 2005.

The 2035 forecasts were disaggregated to the municipal level based on an analysis of growth rates between 2000 and 2005 and growth rates from the former 2030 forecasts. Each municipal-level forecast for population and employment was reviewed individually by DVRPC staff, and adjustments were made. To develop the interim year forecasts for 2010, 2015, 2020, 2025 and 2030, a formula resulting in a curve reflecting decreasing rates of growth or decline, rather than a straight line, was applied.

The draft set of municipal forecasts were sent to county planning commissions for their review and comments. All comments were incorporated to arrive at the current set of attached forecasts presented here for adoption.

Discussion: Ajay Creshkoff hopes that the underlying assumptions are explained in the final document, and that there will be an introduction to the methodology used.

ACTION TAKEN BY COMMITTEE:

MOTION (by Hans Van Naerssen, seconded by John Pawson) to recommend that the Board adopt of the 2035 Population and Employment Forecasts for the DVRPC region.

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

DVRPC FISCAL YEAR 2008 WORK PROGRAM AMENDMENT: DEVELOPMENT OF REGIONAL INDICATORS FOR THE WILLIAM PENN FOUNDATIONS'S EXPANDED GRANT MAKING AREA:

Patricia Elkis, PP, AICP, DVRPC Associate Director, Comprehensive Planning, explained that DVRPC will perform regional indicators work for the William Penn Foundation's Environment and Communities Program. The work has three tracks: a regional open space inventory; an inventory of locally funded open space programs; and stream and water quality data mapping. The development of these indicators will result in the following outcomes: (1) provide quantitative indicators of progress toward the Foundation's stated goals; and (2) provide a critical analytical underpinning for Smart Growth and Smart Conservation policies that preserve open space and promote sustainability.

The William Penn Foundation's Expanded Grant Making Area includes the following 22 counties:

PA: Berks, Bucks, Chester, Delaware, Lancaster, Lebanon, Lehigh, Montgomery, Northampton, Philadelphia, and Schuylkill

NJ: Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Hunterdon, Mercer, Ocean, Salem, and Warren

DVRPC will compile a GIS inventory of federal, state, county, municipal, land trust and preserved farmland in the 22 counties. Maps and a report on protected lands that includes a highlights and trends analysis, as well as overlays on the Foundation's six conservation landscapes will be produced. The Commission will produce a report on county and municipal open space funding programs in the 22-county region presented as tables and illustrated in maps. The report will also include a highlights and trends analysis. Finally, DVRPC will obtain and interpret the most recent stream impairment data from Pennsylvania and New Jersey and will generate a highlights and trends analysis, summary tables and maps showing impairment status for the 22-county region.

Discussion: The RCC requested a copy of the report and a presentation when the project is completed in early 2008.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Pawson, seconded by Cheryl Tumola) to recommend that the Board amend the DVRPC FY2008 Work Program to include the Development of Regional Indicators for the William Penn Foundation's Expanded Grant Making Area.

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

PRESENTATION: AIRPORT OVERLAY ZONING:

Roger Moog, Manager, DVRPC Office of Aviation Planning, presented some zoning issues surrounding airports in Pennsylvania and a recent Pennsylvania Supreme Court decision on the issue. In 1984, Pennsylvania enacted an aviation code where townships/municipalities were to enact specific zoning overlays to protect airspace around airports. Mr. Moog noted that there are 87 townships that should have this type of zoning, but of those, only 22 are significantly affected by the issue. Of those 22, only 8 townships have enacted airport zoning overlays.

The court case involved a private airport that sued Chanceford Township to create and enforce an airport zoning overlay. While the case was initially decided in favor of the airport, on appeal the township won, but at the end of various appeals, the Township has to enact the zoning.

DVRPC will formally send a letter to Transportation Secretary Alan Biehler to reiterate the importance of enacting and enforcing airport zoning overlays and urge townships to comply. Ignoring these zoning ordinances is contributing to the slow demise of the region's airports. Airport overlay zoning can have the dual benefit of protecting smaller airports while balancing the land use needs of the township.

TRANSITIONING TO TOD: A TRANSIT-ORIENTED DEVELOPMENT PLAN FOR SEPTA'S WAWA STATION ON THE R3 REGIONAL RAIL LINE:

Sara Belz, DVRPC Regional Planner, presented *Transitioning to TOD: A Transit-Oriented Development Plan for SEPTA's Wawa Station on the R3 Regional Rail Line*, a plan which grew out of the work done on *Linking Transit, Communities and Development: Regional Inventory of Transit-Oriented Development Sites*, which identified a priority list of 45 TOD opportunity sites that support the goals and policies of DVRPC's *Destination 2030* long-range plan. Although not included in the initial report, SEPTA's planned reopening of the Wawa R3 Regional Rail station was selected as the focus of this study because its location offers tremendous new possibilities for transit-oriented development.

In the 21 years since SEPTA discontinued rail service beyond Elwyn (the current R3 terminus), western Delaware County has experienced significant population and job growth. In addition, a private development group has unveiled informal plans to construct a mixed-use town center on the former Franklin Mint site, and the Wawa Station is located near the corporate headquarters of Wawa Dairy. In light of these changes, the Delaware County Planning Department requested that DVRPC complete this study to make recommendations for the area. Recommendations included in the study cover such areas as land use, zoning, comprehensive plans, access management, and development opportunities.

Specific recommendations include creating new TOD zoning overlays, improving multi-modal access along Baltimore Pike in the vicinity of the Wawa train station, and formulating a public involvement plan. The plan is oriented toward an asset-based approach that aims to identify and capitalize on the existing strengths of the surrounding communities, specifically Middletown Township and Chester Heights Borough.

Discussion: The RCC felt that Baltimore Pike was not realistically portrayed in the rendering, and many RCC members had issues with the type of development illustrated in the artwork. Committee members reiterated that grassroots consensus building would be important for this project, especially to gauge citizen issues, as well as to make sure factual information was released. While there have been no formal plans unveiled for the site, ideally the mixed-use development would include both regional and national chains as well as independent stores, and a mix of townhouses, apartments, single-family homes, and age-restricted residential development. Cheryl Tumola asked if there would be traffic calming along Baltimore Pike, and RCC members asked if the Baltimore Pike bikeway would be part of the plan.

DISCUSSION OF FY 2009 WORK PROGRAM PROPOSALS:

Candace Snyder, DVRPC Director, Office of Communications and Public Affairs, announced that it is once again time to recommend FY 2009 Work Program Proposals for Board consideration.

John Pawson proposed the following re:

Intercity train service between Philadelphia and Pittsburgh

It is proposed that Amtrak, Norfolk Southern Railroad (the track owner for much of this route other than Amtrak), PennDOT, and others cooperate to establish an overnight train service operated by Amtrak between this region and the Pittsburgh region which would carry passengers with vehicles, passengers without vehicles, express, Road Railer and any other appropriate traffic to get intercity motor vehicles and trucks off the turnpike. The train service would have additional station stops between Philadelphia and Pittsburgh, such as Harrisburg, for passengers without vehicles.

Fifty years ago, this region pioneered the use and expansion of commuter rail service in order to reduce vehicle miles traveled on our regional roadways and to reduce spending for increased highway and parking capacity.

Now, we (and many other parts of the country) are faced with projected highway congestion BETWEEN metropolitan areas, too. Notably, these projections include the Pennsylvania Turnpike between the New Jersey state line and Pittsburgh (http://ops.fhwa.dot.gov/freight/presentations/images/faf_12.gif) where traffic is expected to exceed peak capacity by the year 2020.

For intercity/rural areas, it now also becomes appropriate to consider using the parallel railroads to obviate road capacity increase and to lessen congestion caused by automobiles and trucks. Amtrak is the most appropriate operator. Between Virginia and Florida, it is experienced in carrying passengers with their motor vehicles on the same train (Auto Train).

Amtrak also has carried non-passenger "express" traffic on certain trains along with Road Railer freight vehicles. It currently operates a New York-Philadelphia-Pittsburgh daytime passenger train, the Pennsylvanian.

The implications go beyond traffic between this region and Pittsburgh. Through railcars in Amtrak Northeast Corridor trains could be operated beyond Philadelphia to New York and to Washington. Likewise, trucks to or from New York, Washington, northeast Ohio, southeast Michigan, etc. also would be expected to form part of the consist of the train.

Intercity rail projects now qualify for CMAQ funding both for capital and for short-term operating needs. Given that the greatest impact is here in this region, DVRPC should take the lead with a Work Program identifying demand basic needs, alternate terminal sites, possible clearance issues, transit access, etc. for a Philadelphia-area terminal somewhere east of the King of Prussia area.

PennDOT cooperation is necessary from the start. Given the current political situation, it is most unlikely that any leadership will be shown from Washington.

In the rail passenger advocacy community, some have called for restoration of traditional overnight train service between the state's two biggest cities. An intermodal approach as described above can be expected to be more socially useful and potentially more economically sustainable with a variety of revenue sources, not just coach and sleeper passengers.

Since the impact of Pennsylvania Turnpike congestion bears most heavily in this region and particularly in the King of Prussia/Valley Forge area, it is suggested that the eastern terminal ramps be located near either the 30th Street Station or Morrisville.

ACTION TAKEN BY COMMITTEE:

MOTION (by Hans Van Naerssen, seconded by Elaine Cohen) to recommend that the RCC propose a study of intercity rail service between Pittsburgh and Philadelphia, as outlined above, for inclusion in the DVRPC FY 2009 Planning Work Program.

MOTION CARRIED.

Discussion: Kathryn Garza noted that Nether Providence was recently voted as one of the top ten places to live, but there is the issue of not enough sidewalks for pedestrians, and especially children to get to school. Candy Snyder noted that this type of project is addressed through the Safe Routes to School Program, and would provide information to Ms. Garza. Ms. Garza also presented a paper that recommends setting up Park & Ride facilities from suburban New Jersey shopping malls into Center City Philadelphia. The paper will be forwarded to the Office of Transit, Pedestrian and Bicycle Planning for consideration.

Cheryl Tumola wished to propose a multi-purpose trail that would be located in Radnor to help students be able to safely ride their bikes to Radnor High School. Candy Snyder noted that this type of project is more suited to the TIP, and would forward the information.

DVRPC staff will mail last year's RCC Work Program proposals to the committee and will add this discussion to the August meeting agenda.

SUBCOMMITTEE REPORTS:

2030 Task Force: The 2030 Task Force will now be updated to the 2035 Task Force, as preliminary plans begin for the next iteration of the DVRPC long-range plan.

Transportation Subcommittee: The group received an informal presentation from Greg Krykewycz regarding the kickoff of the FY 2008 Work Program Project: Seamless Regional Transit Access. This project was recommended by the RCC last year.

Mr. Krykewycz noted that during the 2006 fiscal year, DVRPC evaluated opportunities for better integration between our regional transit carriers at the regional scale (DVRPC publication no. 06017 – Seamless Transportation Service To and Through the Region's Core). As a follow-up, the RCC prepared an itemized 'white paper' (attached) detailing eight specific service gaps or 'missing links' that the committee wished to be evaluated.

The current project (Seamless Regional Transit Access) will involve a 'SWOT' analysis (identifying strengths, weaknesses, opportunities, and threats) for each of the eight concepts identified by the RCC. DVRPC staff will a) bring these citizen priorities to the attention of the transit agencies; b) work with transit agency staff to identify opportunities and challenges for each project concept; c) based on feasibility findings, to prioritize among the eight concepts and identify those that seem most viable for project advancement toward implementation.

Due to the RCC's level of interest, we envision that the current project will be conducted with the RCC Transportation Subcommittee acting as the project steering committee. DVRPC staff will, in short, operate as intermediaries between the RCC and SEPTA, NJ TRANSIT, and PATCO on this project.

OLD/NEW BUSINESS:

Ernest Cohen noted that he spoke with Rob Graff, DVRPC Manager of Economic Analysis and Coordination, and Barry Seymour, DVRPC Executive Director, regarding the need for an emergency energy plan, in the event of any energy shortfalls in the future, and that these types of considerations should be included in the upcoming DVRPC 2035 long-range plan.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.