

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MAY 17, 2011**

Present: Aissia Richardson (Chair) Mike Dennis, Matthew Norris, Pat Mulligan, John Scott, Kim Raiani, Sue Herman, Susanne Whitehead, Elaine Cohen, Ernest Cohen, Andy Sharpe, John Pawson, Lorraine Brill, Tom Cooper, David Hojsak, Larry Menkes, John Burkhardt, Junaita Lewis Hatton, Lewis Speight, Dennis Winters, Ray Rauanheimo, Dan Rappoport, Cathy Zukoski, Jim Richardson, Colleen Scullin, Mark Ensley, Kathryn Garza, Jon Frey, William Faltermayer, Tom McHugh (citizens); Candace Snyder, Jane Meconi, Barry Seymour (staff);

APPROVAL OF MINUTES:

The minutes of the April 19, 2011 RCC meeting were approved.

CHAIR'S REPORT:

Aissia Richardson reviewed the attached report, and also read the following statement:

The Delaware Valley has always been home for me. I feel fortunate to have lived in large cities, like Philadelphia, and their surrounding suburbs, like Willingboro, NJ.

Having diverse experiences teaches you that quality of life issues are the same wherever you live. Both city dwellers and suburbanites want safe neighborhoods, good schools, affordable housing, reliable city services and accountable elected officials.

In addition to having basic needs met, people want to live in neighborhoods that are convivial- with parks, recreation, entertainment and cultural activities that they want to participate in and attracts others to their communities too. I have volunteered with various organizations that addressed policy issues over the course of my life. Initially I was interested in equitable health care for women and minorities; I then developed an interest in early childhood education and increasing academic achievement; my next passion was small and minority business development and access to municipal contracting opportunities; and finally, I focused my professional and volunteer time on economic development issues in underrepresented and disadvantaged communities.

It is disheartening to know that the time I have spent working to increase geographic, racial and gender diversity at the RCC has been undermined by a minority voice on the RCC that not once offered to improve how the RCC functions but wish to maintain the status quo by using misinformation and a campaign including op-eds, postings on their website and social media to bully me into silence.

This manufactured furor over the changes at the RCC is designed to have the following effect...less diverse voices in the public planning process. This conflict, created by PA-TEC, has revealed their membership for what they are a single issue organization not interested in building true consensus around the transit and transportation issues that affect us all. By accepting their tactics, the spreading of misinformation to malign individuals and institutions, the RCC has encouraged an environment where the disenfranchisement of the poor, women and minorities thrives. The main thread in all my professional and personal pursuits has been the equitable distribution of resources to the disenfranchised because everyone deserves a chance to live in a

community that brings out the best in them.

The harsh response from PA-TEC to me personally only reinforces my belief that the creation of a just and equitable society requires those of us who engage in social change to dodge a few bullets. My grandfather used to say to me, "Aissia if they're shooting at you, you must be doing something right."

There is sentiment expressed by Pastor Martin Niemöller (1892–1984) a German pastor and theologian born in Lippstadt, Germany, in 1892 that I would like to share with you today. Niemöller was an anti-Communist and supported Hitler's rise to power at first. But when Hitler insisted on the supremacy of the state over religion, Niemöller became disillusioned. He became the leader of a group of German clergymen opposed to Hitler. Unlike Niemöller, they gave in to the Nazis' threats. In 1937 he was arrested and eventually confined in the Sachsenhausen and Dachau concentration camps. His crime was "not being enthusiastic enough about the Nazi movement."

*First they came for the communists,
and I didn't speak out because I wasn't a communist.*

*Then they came for the trade unionists,
and I didn't speak out because I wasn't a trade unionist.*

*Then they came for the Jews,
and I didn't speak out because I wasn't a Jew.*

*Then they came for me
and there was no one left to speak out for me.*

My only crime as chair of the RCC is not being enthusiastic enough about rail expansion.

RTC REPORT:

Jim Richardson submitted the attached report.

REPORTS FROM OTHER DVRPC COMMITTEES:

Warren Strumpfer submitted reports from the NJ TIP Subcommittee (attached).

COMMITTEE BUSINESS

The entire RCC meeting was devoted to discussion regarding changes to the RCC, the value and format of public participation within DVRPC, and how the committee should move forward. DVRPC Executive Director Barry Seymour attended the meeting and acknowledged that the RCC is a place for debate and for differing ideas, but that respect for other RCC members and DVRPC staff must always be maintained, which has not been the case recently. He further noted that RCC members may, as private citizens, always directly address the Board regarding any particular issue. However, there is no place within the RCC for adversarial behavior, or personal attacks on individuals, particularly relating to RCC Chair Aissia Richardson.

Tom McHugh asked Mr. Seymour for clarification regarding the proposal of new ideas within RCC meetings, as he understood that only ideas sanctioned by DVRPC or within the existing Work Program, could be discussed. Mr. Seymour reiterated that the RCC is a place where any new idea

can be discussed, and members can feel free to submit ideas for Work Program proposals etc.

Many RCC members in attendance took issue with the meeting being videotaped by a member of PA-TEC. When requested to stop by RCC members, the individual continued to do so. When asked why he was taping the meeting, John Scott responded that he had to, as he felt that the RCC meeting minutes do not accurately represent meeting proceedings. DVRPC Director of Public Affairs Candace Snyder responded that every month, RCC minutes are voted on for approval by RCC members, and that if it was felt that the minutes did not accurately reflect a meeting, RCC members are able to voice their concerns, and vote on amending the minutes.

RCC members continued to discuss the change of the Action Task Force from a self-selecting body to appointed membership, and how certain members felt the action disenfranchised their voice in the RCC. Other issues related to membership development were also discussed.

The discussion concluded with the following motion, which was approved:

The RCC:

Recommends the creation of a committee comprised of RCC members to review the existing RCC Operating Procedures.

Members also discussed including discussion of the Operating Procedures as part of a future general meeting, and that DVRPC staff would include information of best practices for public outreach and Citizen Advisory committees of other MPOs.

DISCUSSION OF NEW IDEAS WORKSHEETS:

Blank worksheets will always be available at RCC meetings. It was recommended that a “fill in” version of the worksheet be distributed to RCC members.

A copy of Larry Menkes’ worksheet proposing an upcoming showing of “The End of Suburbia” was distributed.

Dan Rappoport and Mike Dennis submitted worksheet ideas at the end of the RCC meeting. These will be distributed for discussion at an upcoming meeting.

SUBCOMMITTEE REPORTS:

Action Task Force: The Action Task Force (ATF) met prior to the RCC meeting and developed RCC recommendations for Board Action Items (attached).

Note: Board Action Items are not regularly voted on at the primary RCC meeting. As per RCC format, a consent agenda format is in place for the Action Task Force, meaning that RCC members do not have to address every agenda item by traditional Robert’s Rules voting procedure.

Work Program Ad Hoc Group: Warren Strumpfer reported that a group met to propose meeting objectives, and to begin soliciting Work Program ideas. Mr. Strumpfer noted that the RCC listserve may be very helpful in members fleshing out ideas, and also requested that copies of previously

submitted RCC Work Program proposals be reviewed.

OTHER BUSINESS:

John Pawson distributed “A Shared Vision: A Regional Approach to Transit”, an overview of a Destination 2030 The Future of Transit forum held in 2004. This document is attached and requested that it be included in next month’s RCC packet.

Kathryn Garza requested that another showing of “Gasland.”

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May 17, 2011
RCC – Chair’s Report
Submitted by Aissia Richardson

1. Attended April 28 Board meeting & presented a report on RCC activities from April 19.
2. The Board approved the following Transportation Improvement Programs (TIP's) as follows:
 - a. NJ10-61: Benigno Boulevard, Leaf Avenue to Haag Avenue, Rehabilitation, Bellmawr (DB #D1113), Camden County
 - b. NJ10-62: Haddon Avenue Transportation Enhancement Project (DB #07366), Camden County
 - c. NJ10-63a: Route 1 Business, Brunswick Circle to Texas Avenue (DB #04316), Mercer County

- d. NJ10-63b: Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements (DB #01330A), Mercer County

RCC Action Taskforce could not reach consensus on TIP Action NJ10-63b. There was a general lack of information, and RCC members felt that this was more of a capacity building project than a safety project. Also, RCC members questioned if NJDOT Complete Streets policy was utilized for the planning and design of the project. However, Gastonia did present additional information to the RCC after the Action Taskforce voted.

- e. NJ10-63c: Route 130, Crystal Lake Dam (DB #02309), Burlington County
- f. NJ10-63d: Route 31, Pennington Circle Safety Improvements (DB #159A), Mercer County
- g. NJ10-64a: Route 33, Sidewalk Improvements, I-295 to George Dye Road (DB #04302C1), Mercer County

RCC Action Taskforce could not reach consensus on TIP Action NJ10-64a. RCC members were concerned that there was not enough information presented, and that there would not be an attempt to "right size" the project. It was also noted that road safety is not just car crashes, but also includes safety for all users of a roadway, including bicyclists and pedestrians. However, Gastonia did present additional information to the RCC after the Action Taskforce voted.

- h. NJ10-64b: Route 70, Kingston and Covered Bridge Roads, Intersection Improvements (DB #252B3), Camden County

3. The Board approved amending the Fiscal Year 2011 Planning Work Program to include the Profiles in Energy Efficiency for the EnergyWorks Program project.
4. The Board approved amending the Fiscal Year 2011 Planning Work Program to include the Pottstown Metropolitan Regional Planning Committee (PMRPC) Regional Market Assessment and Fiscal Impact Study.

5. The Board selected a Nominating Committee to appoint candidates for Board Chair, Vice Chair, Secretary, and Treasurer for Fiscal Year 2012 (July 1, 2011 through June 30, 2012). The Chair for FY 2012 must be from New Jersey. The committee will report these candidates at the May Board Meeting and elections will take place at the June Board Meeting.
6. DVRPC staff presented to the Board *Regional Transportation Funding Issues, Options and Impacts. There was an interesting discussion on how to articulate to the public the value of infrastructure improvements. Members also spoke about new PA governor's Transportation Funding Advisory Commission Meeting and its focus on P3s (public private partnerships)*
7. I reported that the RCC heard two presentations at its April meeting:
Henry Droughter, Civil Rights Specialist, FHWA- PA, presented "Achieving Equity in Public Outreach."

Ellis Kim, DVRPC Transportation Engineer, presented a summary of the Camden Parking Needs Assessment– Phase 1.

Summary of RTC Meeting 5.10.11 – Jim Richardson, RCC Representative

There were no TIP actions to address. The committee recommended board approval of the following items:

- New Jersey CHSTP project list
- Functional Classification change for French Creek Parkway
- Appointment of nominating committee for FY12 PCC/RTC chairman and vice-chairman. (The FY12 chair will be from NJ and the vice-chair from PA.)

The committee saw presentations by Jim Runk, President and CEO of the Pennsylvania Motor Truck Association on the impact of trucking on Pennsylvania's economy, and by Brett Fusco (DVRPC) on the benefits of implementing the Connections Plan for greater Philadelphia.

I reported on the presentation to RCC in April by Henry Droughter (FHWA) and the excellent recent progress in attracting a broader representation of area communities at our meetings, thanks in no small part to RCC Chairperson Aissia Richardson.

NJ TIP Sub-Committee Meeting Report

18 Mar 11

by

Warren Strumpfer

This was a relatively brief introductory meeting to start the TIP process

Primary Discussion Items:

- Less Trust Fund Money
- Draft TIP just finished last week
- Staff Reductions not as bad as expected
- 2012 Draft TIP & STIP schedule presented

Main Emphasis:

- Safety, Keep everything going, Roadway Bridges funded a little more
- Congestion relief lower priority
- NJDOT tried to maintain DVRPC projects in pipeline
- Our region did fairly well (Rt-42/I-295 Direct connect continues) First contract let
- Pennsauken River Line/Patco transfer station has priority

Resources

- How will federal money be apportioned?
- Trust fund has a reasonable amount of money
- Port authority money for Pulkaski Highway not approved
- Funding is not locked in
- TP will increase money to trust Fund if toll increase approved
- ARC Tunnel money will go to Bayonne Bridge
- Federal payback money still has to be resolved
- Balancing Trust Fund Money (DOT ve Transit vs CMAQ)
- Uncertainty about federal and State money

Overview of four DVRPC project lists

- Highway Program
- NJ Transit (NJTransit still needs to show funding costs and project descriptions for DVRPC MPO)
- Statewide program
- Study and development

NJ TIP Sub-Committee Telephone Conference Call Meeting Report

26 April 2011

This was a scheduled conference call to review NJ Transit's FY12 Draft capital program. The status of 43-pages of programs was reviewed in about one hour. Very few questions were asked and little discussion ensued during this telephone review.

NJ TIP Sub-Committee Study & Development Meeting Report

4 May 2011

This meeting was held in NJDOT offices in Trenton as part of the FY2012 TIP Update process.

This process involved reviewing program phases and cost per phases to progress, delay or remove from the S&D lists.

Some projects were looking for safety money to progress from The S & D list.

I asked for information on one project, the Camden Water Front South Study, which is designed to identify the transportation needs in the Camden Water Front South Community. The purpose of this study is to address the problems identified by the community and identify solutions to these problems.

The study will include, but is not limited to, truck management on & off I-676, pedestrian traffic calming and pavement resurfacing management.

An interesting outcome of this discussion came from my question for specific Project plans to address the problems identified by the community. The DOT lead engineer said that plans were available to DVRPC and the counties by request ("**we're far enough along to provide plan information**"). I was pleasantly surprised that the information would be so willingly provided at my request. Elizabeth Schoonmaker asked that the information provided by NJDOT be forwarded through her.

Several projects were terminated for various reasons (lack of money or a project just isn't ready to progress. Some were delayed for ROW acquisition, community opposition against property ratable loss. Still others were selected to progress to the next phase toward the TIP.

One program, an old 2004 earmark lives on, waiting on another larger project to progress to avoid having to undo work.

There was also a discussion on an Amtrak Bridges project in the Trenton area. The city of Trenton was concerned about costs of redesign vs. rehabilitation of the 3- bridges (2-new bridges vs. rehab of 3 existing bridges) with no improvements.

Warren Strumpfer

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL CITIZENS COMMITTEE
HIGHLIGHTS AND RECOMMENDATIONS OF THE RCC ACTION TASK FORCE
MEETING OF MAY 17, 2011**

PRESENT: John Butler, Warren Strumpfer, Sue Herman, Juanita Lewis Hatton, Dan Rappoport, Lorraine Brill, Susanne Whitehead, David Hojsak, John Pawson, Andy Sharpe, Dennis Winters (Citizens); Jane Meconi, Meghan Weir, Joseph Hacker (staff)

Note: Board Action Items are not voted on at the primary RCC meeting. As per RCC format, a consent agenda format is in place for the Action Task Force, meaning that RCC members do not have to address every agenda item by traditional Robert's Rules voting procedure.

Authorization to Open a Public Comment Period for the Draft Fiscal Year (FY) 2012-2015 New Jersey Transportation Improvement Program (TIP) and the Draft Conformity Finding of the FY 2011 Pennsylvania TIP and the FY 2012 New Jersey TIP

Comment for DVRPC Board:

The RCC Action Task Force recommends that the DVRPC Board authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft FY 2012-2015 TIP for New Jersey and the Draft Conformity Determination of the FY 2012 TIP for New Jersey and FY 2011 TIP for PA (FY2011-2014); to issue proper public notifications; to publish the draft documents of the FY 2012 TIP for New Jersey and conformity findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

FY 2012 Coordinated Human Services Transportation Plan (CHSTP) List of New Jersey Project Applications Recommended for Approval

Comment for DVRPC Board:

The RCC Action Task Force recommends that the DVRPC Board approves the project recommendations for JARC and New Freedom funding applications and approves modification of the New Jersey TIP, to reflect the JARC program funding (DB# T199) and New Freedom program funding (DB# T552) for FY12. These amounts will be specified by NJ Transit to reflect actual funding levels depending on available matching money and budget needs.

Discussion: Meghan Weir, DVRPC Transportation Planner, explained the criteria for how the projects were scored, and the CHSTP process in New Jersey.

Pennsylvania Functional Classification Change– French Creek Parkway

Comment for DVRPC Board:

The RCC Action Task Force recommends that the DVRPC Board approve a change to the Pennsylvania functional classification system to add sections of Main Street and Taylor Alley and the new French Creek Parkway, in Phoenixville, Chester County, to the Pennsylvania Federal Functional Classification System. Further, the Action Task Force recommends that all the roads in question follow Complete Streets policy for multimodal transportation and that appropriate stormwater management systems be put in place to alleviate potential flooding issues from the Schuylkill River and French Creek.

Discussion: There was a question related to the definitions of the federal classifications. From FHWA's website: The urban collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods,

distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

The principal arterial system for small urban areas will largely consist of extensions of rural arterial into and through the areas. In many instances, these extensions will be located so as to relieve critical sections of the street system while providing efficient movement of travel around (e.g., bypasses) and through the area. The larger urban areas within this population group, particularly those above 25,000 population, may have major activity centers which warrant principal arterial service in addition to that provided by extensions of rural arterials.

There were additional questions related to connections to the Schuylkill River Trail, the nature of the public-private partnership named in the request, and if/when the construction of the proposed roads will be on the TIP.

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7/15/04
Transp. Subc. Mtg.

(did not attach)

A Shared Vision: A Regional Approach to Transit

Nine members of the RCC attended DVRPC's "Destination 2030: The Future of Transit" Forum on June 16, 2004. The members appreciated the opportunity afforded them, and were particularly impressed with the remarks made by Jack Lettiere, Commissioner, NJDOT. Warren Strumpfer suggested that Mr. Lettiere's comments reflected those of a number RCC members, including the following observations:

- Transit should be approached from a regional perspective, with a synergy between transit agencies in all states comprising an MPO. Borders should not mean a thing.
- The relationship between New Jersey/ New York transit agencies serves as a model of synergy that could be applied in this region.
- We can't afford to look at each mode of travel and operations separately. SEPTA, NJ Transit and DRPA/PATCO need to coordinate planning. Officials should look at transit-based trips from start to finish, and make sure all modes are compatible and convenient.
- We need to **focus on customer needs** to make transit more comparable to driving a car in terms of economy, convenience, and time, specifically:
 - A common ticketing system (like EZPass for transit) between all modes
 - A one-seat regional ride, eliminating the need for several transfers and higher cost to travel between states
 - Providing convenient, up-to-date information about the commute (delays, next bus/train, connections, etc) and information travelers need
 - Taking customers where they need to go, not just where operators THINK they need to go
 - Offer people what they get when they fly or drive.
- Knocking down barriers and creating coordination between states and cities in our region will allow rail service to operate with the customer in mind.
- Specific suggestions include:
 - Allowing buses to use official-use only lanes along highways like Route 42 to bypass gridlock. These are minimally used available resources.
 - The railroad right-of-way should be considered as part of the corridor study of Route 30 to promote development of this important and underutilized resource.
 - ^{Reynolds} ~~Some~~ park and rides in the future.
 - Better marketing of transit system.
 - Make transit more like riding in cars.