

H O U R G L A S S



F O U N D A T I O N

Issues and Trends in Regional Development

**An Hourglass Foundation Public Forum
Franklin & Marshall College
May 18, 2000**

Second in a Series of Three Public Discussions on Contemporary Land Use

Featured Speaker:

***John Coscia, Executive Director,
Delaware Valley Regional Planning Commission (DVRPC)***

Moderator:

Don Roseman

Panelists:

***Ronald Bailey, Lancaster County Planning Commission
Tom Baldrige, Lancaster Chamber of Commerce
Terry Kauffman, 10,000 Friends of Pennsylvania
Thomas Smithgall, High Development***

[THE FOLLOWING IS AN EDITED TRANSCRIPT]

(The proceedings began at 6:10 p.m.)

ART MANN:

Good evening, everybody. I'm Art Mann, president of the Hourglass Foundation, and I wish to welcome everyone to the second of our three forums that attempt to address the possible ways to organize ourselves to successfully address the issues facing growing communities such as Lancaster County.

Tonight we are honored. This Hourglass forum features John Coscia, the executive director of Delaware Valley Regional Planning Commission. And at the last meeting we heard from two prominent legislators, Representative David Argyle of Berks and Schuylkill Counties, and Representative David Steil of Bucks County; and they were joined by Supervisors Ed Goodhart, Dan Herr and Les Houck; and West Lampeter Planning Commission member Dr. Pat Levin.

Their discussion centered around the provisions of new legislation proposed to give municipalities the tools to manage and cooperate with each other for mutual benefit. There is a brief executive summary available for the asking if you would like to have a copy. And I think we'll have some words to say about the legislation that's now presently before the Senate. So we'll deal with that as the meeting closes. So at this point I'd like to turn the program over to Mr. Don Roseman, who is tonight's moderator. Don.

DON ROSEMAN:

Good evening, ladies and gentlemen. Welcome to the second of our three educational forums on land use and the impacts made by governmental decisions. This evening we are pleased to have with us John Coscia. He's the executive director of the Delaware Valley Regional Planning Commission. That's quite a mouthful.

The Delaware County Regional Planning Commission is a nine-county, multi-state planning organization. And in "GovSpeak," it's an MPO, a municipal planning organization. Municipal planning organization approvals are required for the distribution of federal funds, federal government infrastructural spending. John's MPO is huge. Lancaster County, by contrast, is a single-county MPO and it's tiny.

John will be speaking on Delaware Valley's role and the implication it has in size and scope over a single-county MPO. With our eastern boundary adjacent to John's territory, what is happening there will affect our actions and plans. In a speech that John Jarvis, another director of the Hourglass, heard, John gave reference to his suburban neighbors of Berks and Lancaster as being on the frontier in this contest of urban sprawl. What Delaware Valley is dealing with today will be our concern tomorrow.

John was appointed to his present position as executive director in 1980. He has worked at Delaware Valley since 1969, and in 1972 he became director of the environmental planning for that agency. In this capacity he has coordinated all the water activities of that agency before moving on to be executive director. Mr. Coscia is a registered professional engineer and he has lectured both at Drexel, Villanova and the University of Pennsylvania in graduate school programs. He's also taught courses for the American Institute of Planners.

Following John's presentation tonight we will convene a forum of four local individuals involved in these areas of infrastructural development. Joining me will be Terry Kauffman, past county commissioner and presently chairman of the 10,000 Friends of Pennsylvania; Ron Bailey, director of Lancaster County's planning commission, our MPO; from the private sector we will have Tom Baldrige, who is currently president of the Lancaster Chamber of Commerce & Industry; and Tom Smithgall, vice-president of High Realty. With that, please join with me in giving a warm Lancaster County welcome to Mr. John Coscia.

(Applause)

JOHN COSCIA:

Well, thank you so much for inviting me to beautiful Lancaster County. I was talking to a couple of my friends just before the presentation and I said how I would come to Lancaster County with my wife and my son over the last 28 to 30 years. It is a magnificent county and one that you should be very proud of. We in southeastern Pennsylvania have beautiful counties as well, which you'll hear a little bit about tonight. But even though I live in Montgomery County, I really wish I lived in Lancaster County. It's a beautiful county.

What I'm going to tell you a little bit about this evening is just a little bit about DVRPC and its organization. But what I'm going to concentrate on is telling you what the issues and trends are in our counties, particularly our five southeastern Pennsylvania counties, because they are very transferable, I believe, to Lancaster County. They might be a little different in scale, but you will see these will resonate with you as something that you're going to need to be addressing. And then, finally, I'm going to describe to you what we at DVRPC are doing over the next year or two to address those issues. I'm going to be using a power point presentation.

DVRPC. What is this animal, this MPO called? Well, MPO, metropolitan planning organization, is a designation by the federal government. In order for you as a county or city or a state to receive federal transportation money—and there are billions of dollars given out each year—you must have in your metropolitan area a planning organization. And that organization is called a metropolitan planning organization and that agency is responsible for meeting federal requirements so that that area is eligible for federal money. So that's what this strange MPO means. And I'll talk a little bit more about that.

DVRPC, Delaware Valley Regional Planning Commission, was created in 1965 by the States of Pennsylvania and New Jersey. And we have a fairly large staff. Our annual budget next year is 14 million dollars. I have 95 people on my staff at the present time. Very strong technical planning organization. Most of our people have master's degrees and Ph.D.s, so we're almost technocrats. Very strong technical work. And that's very important, very important, because if you're looking for state money or you're looking for federal money, you have to show a justification through your planning effort for whatever facilities you're seeking money for. The kind of work we do can be captured in one phrase: We plan for the orderly growth and development in the nine-county, bi-state region.

We cover five counties in southeastern Pennsylvania: That is Bucks, Chester, Delaware, Montgomery and Philadelphia; and four counties in New Jersey: Mercer, Burlington, Camden and Gloucester. There are 5.2 million people living in this region and 2.7 million jobs. It's the fifth-largest metropolitan area in the United States. Very complex area. What we do at DVRPC is plan for land use. We plan for transportation in all its modes. I'm talking about highways, mass transit, port facilities, airports. We do planning for coastal zone management. We do air quality planning. We do water supply and water pollution control planning and we do housing planning. Those are some of the things we do.

As you all know, being part of Pennsylvania and from Lancaster County, it's very important for you to recognize as I go into my speech that home rule is the predominant form of decision making when it comes to land use decisions in Pennsylvania. In our region we have 353 minor civil divisions, 353 boroughs, townships and cities, who make those decisions concerning land use, some as small as one square mile with a thousand

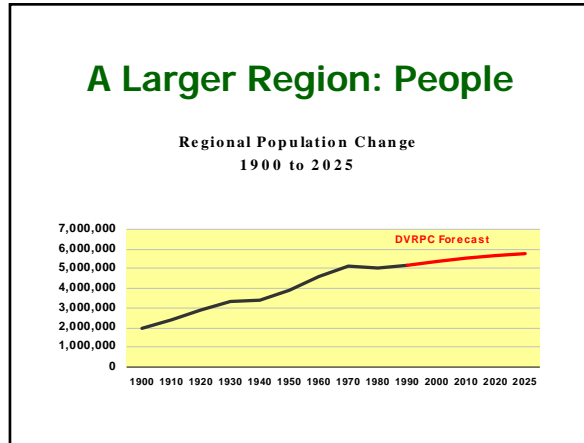
In our region we have 353 minor civil divisions, 353 boroughs, townships and cities, who make those decisions concerning land use, some as small as one square mile with a thousand people and some as large as ten square miles with 80,000.

people and some as large as ten square miles with 80,000. So it's very varied. But it's important to keep that in mind as I go through this presentation. That could be a recipe for disaster, fragmented decision-making by local governments, not talking to one another or certainly not talking to that strange animal called the County, and not talking to the state.

As you go higher in levels of government, people become more and more parochial. Now, that's a strong statement, but I can tell you, in our region, major decisions about development in one municipality, such as the King of Prussia Mall, --How many people know about the King of Prussia mall? It's the second-largest mall in the United States. It's in Upper Merion Township. Upper Merion makes the decision as to whether that goes in or not, but all of the surrounding townships get all of the traffic, all of the crime, all of the other consequences, and none of the ratings. That is what we face with this type of fragmented government. Now, there are many local elected officials who cooperate with one another, and that's the key to success, and particularly working

within the county framework, because the county framework, when it looks at development, it looks at the consequences on a number of municipalities as opposed to one municipality.

Let's talk about our projections for the future. In our region we are forecasting modest growth. As I had indicated to you earlier, we have 5.2 million people as of 1990 in our region. We're projecting by the year 2025 to have 700,000 more people; 5.9 million. And you might say, wow, that's really a very high growth rate. It is not a high growth rate. That represents about a third of a percent a year. If you were in Florida or if you were in Phoenix or Denver or Arizona, where there's high growth rates, they talk in terms of two and three percent per year. We're talking about one-third of a percent. So the number, 700,000, may be a lot more people, but it's not a significant growth rate.

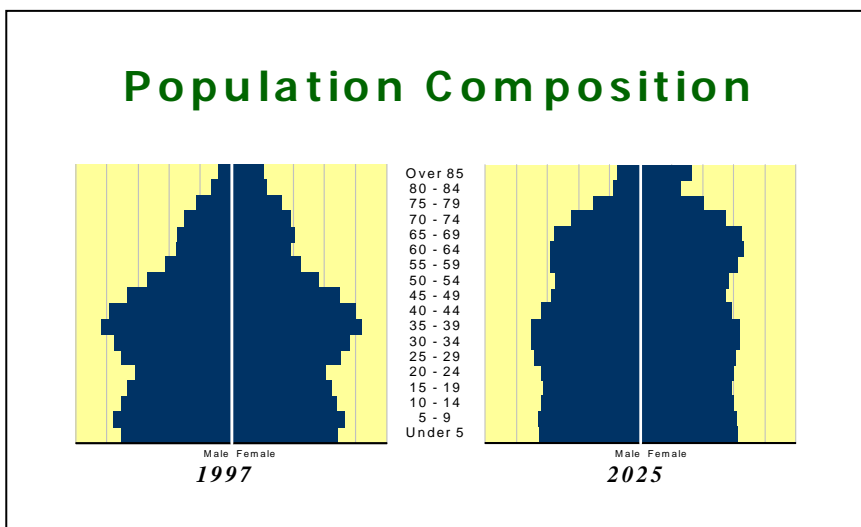


So our region has a very modest growth rate, but something very interesting is happening within that bottom number of 5.9 million. If you look at this next slide, you will see within the region there's a great deal of flux. Some of our counties are exploding with growth and others are losing population. The City of Philadelphia and Delaware County are losing population, particularly the City of Philadelphia. The City of Philadelphia over the last ten years lost 150,000 people. Where are they going? They're going to the suburbs. Bucks County and Chester County are really high-growth counties, as you can see. Chester County at the present time on a percentage basis is the hottest county in the region, and as you know very well, it is adjacent to Lancaster County. So what I say for Chester County in perhaps 10, 15, 20 years is going to be happening to Lancaster.

Lancaster has the open land. It will have the infrastructure. And this development just is leapfrogging not within the region, from the old cities and the first-wave suburbs to the second- and third-tier suburbs; it's leaping from metropolitan areas to other metropolitan areas. So when I indicate to you Bucks and Chester are growing, and Montgomery's growing to some degree, they're growing at the expense of the City of Philadelphia. And I won't talk about the New Jersey counties, but a similar thing is happening to some degree there. It is also important to note that all of our older cities and boroughs, particularly our river communities, are losing population, and it is the exurbs that are growing. If I were to bring to you some of our GIS maps, you would see the projections for the future are—if this is the core of the region and in the middle is Philadelphia, all of the growth over the next 25 years is projected, without policy intervention, to be all around the perimeter of the region, as far out as you can get. These are fifth-wave suburbs, leaping over the third- and fourth-wave.

Now, we've done population and employment projections for all of our municipalities working with our counties and working with the municipalities, and these are what the municipal governments want. So without policy intervention, that's what happens, a continuing drain from the cities and the first-wave suburbs to the exurbs, way out into the countryside.

Let's take a look at the population composition in our region. At the top is the population base from 60 years old to 85. It's like a little cone. Look what happens out in the year 2025. It bulges out. So that's the first thing you note from this, that the number of people over the age of 65 is dramatically going to increase in our region. That's the first thing you glean from this. The next thing, the working-age population between 25 and 55, you see in 1997, in the middle, sticking out. I mean, the numbers are big. Look



what happens in 2025. The number of workers from 25 to, say, 60 or 55 is shrinking. So that will have a chilling effect on our economy. The number of workers in that grouping is simply not there for the jobs that could be available. And then, finally, look at the bottom third.

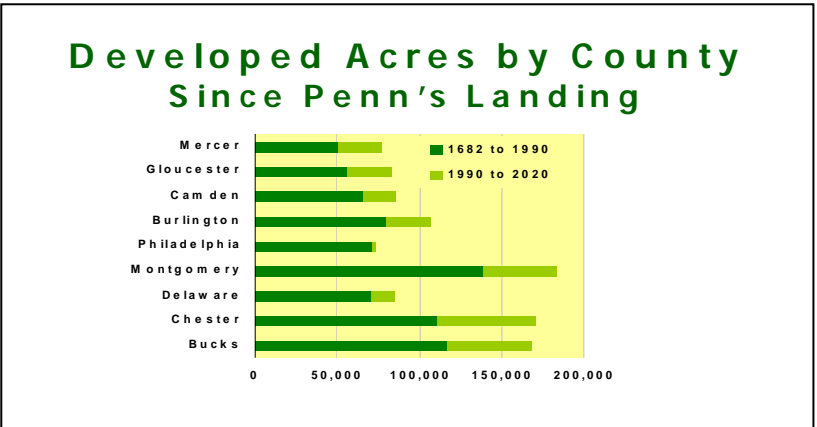
These are the younger people, from age—under five to 25. And you can see in 1997, it's fairly fat. But look at 2025. It's gotten skinnier. So we have fewer and fewer young people in our region over the next 25 years. Those demographic statistics have enormous consequences for the region's economy, for its travel patterns, for a number of things such as housing and services and land use in our region. I would venture to say, if you look at your projections for the future,—I'm sure Ron Bailey at the County has probably done this—you would find something similar to this. This is not unlike the national scene.

Okay. Let's take a look at jobs. In the region at the present time—or in 1990 there were 2.7 million jobs. We're going to grow 500,000 more jobs out to the year 2025, and that's a growth rate of 19 percent. But you notice the slope of the line. In the '80s it was a sharper slope, and in the '90s and after the year 2025 it's a little flatter. So our growth rate will not be as great as it was in the '80s, but we will still capture more jobs. Now, for a moment let's talk about those half a million jobs and what that means for the kinds of jobs that the region will have. But take a look at this employment change over the next, roughly, 25 to 30 years. Service jobs all over the place. 325,000 more service jobs. Look at manufacturing. It's actually losing jobs. I'm such an old bugger, I can remember when manufacturing was almost 50 percent of the job base in Philadelphia.

The Philadelphia region had 2 million jobs and I can remember when almost a million were manufacturing.

Now, what's the consequences of 500,000 new jobs, 3.2 million jobs, when a lot of them aren't manufacturing? Well, the pay isn't as good. The pay is a lot less than in those manufacturing jobs. That means you need to have both spouses working. You need to have both incomes to make ends meet. This has serious consequences for our region, and I'm sure the same is similar in your county and your municipalities. The number of jobs are not of the same caliber in terms of pay as the old jobs were. They're being replaced by service jobs. Now, some service jobs pay well. Don't misunderstand. That category captures a lot. But many of them do not pay well. And how many people in this room could raise a family making \$20,000 or \$25,000 a year? Not very many. Both men and women have to work in that family if you're in the service industry. Manufacturing jobs years ago were paying \$40,000 and \$45,000 a year. I mean, that's the difference when you talk about the mix of jobs.

Let's talk about the rate of development. Let's just take one county, Chester County. It took Chester County 300 years to develop about 110,000 acres. Do you see that? Over the next 30 years they're going to develop about 40 percent of that. Three-hundred years it took them to develop about a hundred ten, a hundred twenty, and they're going to capture in 30 years, like, four times that rate. The amount of development and the rate of development is astronomical in Chester and in Bucks County.

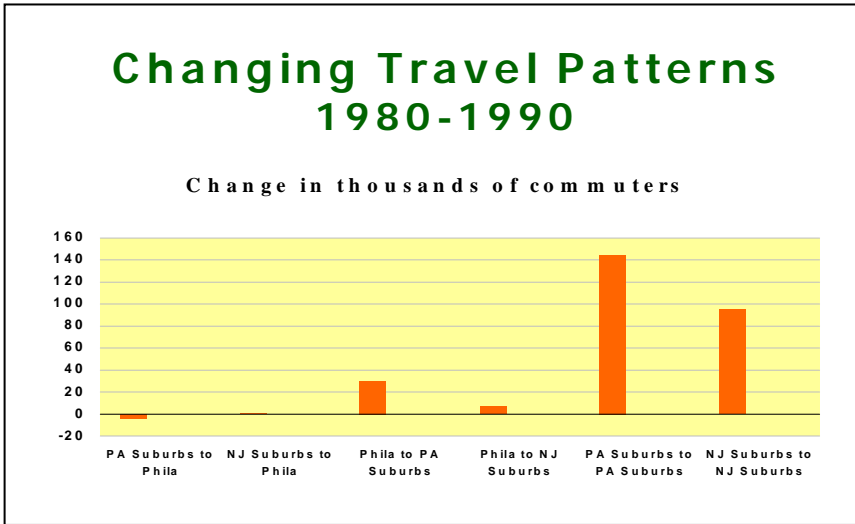


There are all other kinds of statistics I can throw at you, but I think for the purpose of this forum you should know, the only way to slow that down is for municipal governments to do a comprehensive plan update of their local plan and revisit their zoning ordinances, and to do that working with their county planning offices.

I was chairman of a local planning commission, Whitmarsh Township, Montgomery County. I was on it for 16 years. I was chairman for 12 or 13 years. Our comprehensive plan—and I'm a planner—our comprehensive plan is 30 years old. I would venture to say a third to a half of the municipalities in Montgomery County, the second-richest county in Pennsylvania—Chester being the number one in terms of household income—I would say that half of those communities have comprehensive plans that are at least, at least, 20 years old. And they need to be updated. They need to look at what their vision is for the future and work with their county planning office so that they collectively can create the development pattern in an orderly manner that they and their constituents want. If you do not do that, the developers will drive a truck

through your zoning ordinance, and I mean that literally, through the curative amendment process.¹ So it is very important, it is very prudent, for you not to be caught in this type of overheated development that's occurring, driven basically by market forces and not controlled by the public sector.

Okay. Now, what do those demographic and employment numbers all mean? Well, they mean a lot. Let's take a look at this chart. These are the commuting pattern changes over the last ten years during the 1980s. These are just the changes. The first two little bars, almost non-existent, are the number of trips being made from the



Pennsylvania suburbs to Philadelphia or from the New Jersey suburbs to Philadelphia. You can see the change is nil. It's almost . . . it's negative. So there is no increase. Okay? Look at the next set of bars, from Philadelphia to the Pennsylvania suburbs. These are

journey-to-work trips. That says reverse commuting is occurring. They're leaving their homes in Philadelphia for employment in the Pennsylvania suburbs, the four surrounding counties. And that's a pretty decent change, 30,000 people per day. Not a big deal. Take a look at the next two bars. The one that's most important to you is the Pennsylvania suburbs to the Pennsylvania suburbs. 140,000 more commuters in the 1980s travel from their home in the suburbs to their job in the suburbs. So now the trips are circumferential, they're no longer radial. They no longer come from the suburbs into the central city. Very important pattern.

Next, changing travel conditions. If you take a look at all the information I've just thrown out—I hope I haven't given you data overload—you can see population growth and employment growth are 13 percent and 19 percent. The most important bar on that is the VMT. That means vehicle miles traveled. That's the number of miles traveled, principally by automobile, and that is going to go up almost 40 percent. Okay? It's a little less than that, but in that range. Now, stop and think for a moment. I'll use a round number. 40 percent increase in travel. We have in the Delaware Valley Region, in our nine-county region, two and a half million cars registered. We project by the year

¹ The Curative Amendment is a legal appeals process originally designed to prevent towns from using zoning ordinances to keep out low-income housing. Instead, it is often used today as a tool by developers against towns, effectively threatening to force one type of development (typically, low-income) into the area so that the town will accept another --usually for large, luxury homes.

2025, 25 years from now, a million more cars—3.5 million cars. And that's why that VMT is increasing by almost 40 percent. We've said, well, okay, but you've got more people and they're making more trips. So what? Accommodate it.

Yet there will be no major capacity increases in terms of new highways in this region. It is almost impossible to build a new highway in our metropolitan region, either a new circumferential or a new arterial. The NIMBYs will stop a project dead in its tracks.² We're in federal court now on two cases. It's costing me hundreds of thousands of dollars in legal fees. I shuddered when I walked in and saw a court stenographer taking notes. I thought, my goodness, am I in the wrong building? But they will stop a project dead its tracks even if it's just reconstruction. I'm talking repaving, reconstruction, not even new capacity. So new capacity is out of the question in our region.

Let me talk about aviation for a moment or two. Aviation continues to grow. The demand for both commercial air flights for passenger and freight movement is growing rapidly. Philadelphia International is spending literally hundreds of millions of dollars expanding. We're building new terminals. We've just programmed at DVRPC 110 million dollars for new ramps off of I-95 to go into the new terminals, and it's worth every penny. If I leave you with one message tonight, it is to protect and grow your airport. The airport is the economic generator for the next 50 years. Denver scrapped Stapleton Airport, which is about three

times the size of Philadelphia, and built a brand new 2 billion dollar airport 20 miles from its downtown because it knew, and it knows, that it wants to remain the gateway to the west and it wants all of that passenger service and freight service to go through Denver.

So they made that investment. I can tell you, Atlanta's doing the same thing. If

you went to the Pacific Rim countries, the airports they are building dwarf the airports that we have. They are building entire new islands and creating three-billion and four-billion-dollar airports to accommodate air cargo and passengers. We do airport planning for not only our nine-county region. We also cover a little bit of the State of Maryland and a little bit of the State of Delaware. We do a lot of airport planning principally for general aviation and system reliever airports. And that's all I'm gonna say about airports because I know I'm talking too long. But, again, if you want your region, if you want your county, if you want south central Pennsylvania to continue to prosper and grow in an orderly way, the airport is a critical piece of infrastructure.

If I leave you with one message tonight, it is to protect and grow your airport.

There is another factor that we all have come to realize, and that is the growth of E-commerce. If you look at the bar charts, you will notice that the business-to-consumer market for E-commerce, buying things on E-Bay or whatever, is exploding, is exploding. This electronic commerce, the ordering of materials and goods and retail sales by computer, is a fact and will continue to grow exponentially, particularly if they continue

² NIMBY is an acronym for "Not In My Back Yard."

to escape sales tax. That's the big debate being undertaken by Congress. This phenomenon has an important impact on travel patterns. Every time you order something on your computer, a truck's got to deliver it to your house, but you don't need to make a trip to the mall or to downtown to make that purchase. So the travel patterns are different, and this will change a number of things in terms of long-haul travel and air quality impact, particularly if the trucks are diesel.

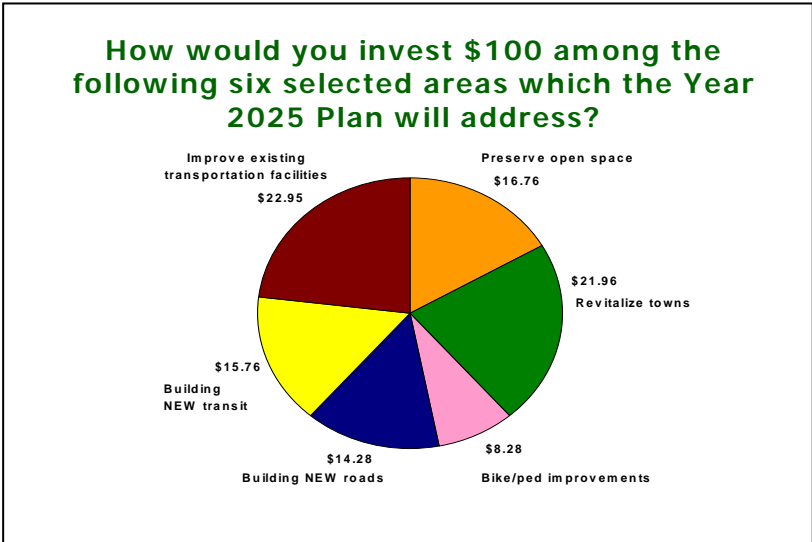
Okay. Let's take a look at the current regional trends and consequences. I've covered some of this, but it's worth repeating. The overall finding is that we continue to decentralize as a region, moving out of the core city, out of the first-wave suburbs, into the countryside. And this, of course, creates all kinds of problems in terms of loss of tax ratables, ability to service your constituencies, et cetera, in those older cities and first-wave suburbs. This suburban sprawl, of course, has a tremendous impact on gobbling up the amount of farmland and open space that could have been preserved, and it presents a very difficult challenge, almost an impossible challenge, to provide all the necessary new infrastructure way out in the suburbs, such as schools, water and sewer lines, transportation facilities, libraries, for that development out there when it's already in place in existing communities and it's being bypassed. Let's take a look at regional conditions that influence change. We talked about the aging population. A very important factor. The jobs of the future will require a highly skilled work force. We need to provide and maintain our existing infrastructure systems and we need to expand our inter-municipal and regional cooperation.

Now, how do we do all those things? I will spend a few moments telling you about our new long-range planning process. But those are regional conditions that we have some say over. There are other factors that we have no say over which will shape Lancaster County, as they will shape our five southeastern Pennsylvania counties. These are the forces of global change, and you know them well. There is the globalization of markets. No longer is it the steel-making in Coatesville competing with Pittsburgh. Doesn't work that way anymore. It is now German steel or Japanese steel competing against United States steel, and it's done on a regional basis. It is the Philadelphia metropolitan area versus London versus Tokyo versus Paris. And there are books written on this. That has profound implications for major metropolitan regions. There's also a connection between technology and decentralization. In this case, particularly the technology I talked about briefly. We can't stop it, we can't control it, but we need to be aware of it and take advantage of the opportunities for our region. ...

We do a lot of public outreach, and last year we had about 600 people out to three or four meetings. And we said, we're going to give you funny money. It's not real money; we're not rich at DVRPC. We're giving each of you \$100, ten \$10 bills. And we had six little piggy banks—actually, they were really fat piggy banks, six of them—and we put a label on each pig. And one said preserve open space; the other, revitalize towns; do bicycle improvements; build new roads; build new transit; and improve existing transportation facilities. And we said, we're not gonna tell you how to spend your money. You tell us how you would spend your money. And they put their \$10 in those piggy banks according to the priorities that they wanted. This is a summary chart showing you

what they wanted. What they wanted more than anything else was to improve the existing transportation and to revitalize towns and preserve open space. That's where they put their money. That's where they put their money. Now, that tells us, as planners at DVRPC, that that's what our long-range plan needs to do.

I'm also going to spend just a moment or two on some selected projects of mutual concern. The first is Route 41. We call it the Banana Highway. I don't know if you still



call it the Banana Highway or not. State of Delaware to Lancaster. Trucks all over the place, creating all kinds of problems in Chester County. I think there were 22 deaths over the last four years in Chester County on Route 41. We have a major problem with 41. Several of the boroughs want a bypass, and consultants have done the studies and are

now selecting those options that should go to further study, not recommending a solution. Well, there are some communities that say, if you put a four-lane bypass in, it's going to make growth occur in western Chester County. That's inconsistent with our land use thinking. So we now have a hundred-thousand-dollar land use study under way to look at the land use situation in those municipalities and to determine if they are consistent with the county's land use plan, and what they want their future land uses to be. And then we will rerun the models to see what type of transportation infrastructure is needed. A very controversial, but very important, study.

I'm going to skip to the last one because it has implications for Harrisburg and Lancaster and what have you. This is known as FastShips and the Agile Port. In the case of those two pieces of infrastructure, if FastShips becomes a reality, ships will leave from Europe and cut the travel time to the United States. The port of entry will be Philadelphia. There's an agreement signed; that will be only North Atlantic port of entry. And it will cut the travel time from seven days to three or three and a half days. It skims on the water. I won't even try to describe the technology. What that will mean is, more cargo will flow into the Port of Philadelphia that's not real high-value cargo; that will still move by air, and low-value cargo will still move by slow ships. But there's a big market in between. If that occurs then major distribution centers and major new conveyance systems from the port to Harrisburg, to Lancaster, et cetera, need to be developed. That's something you really ought to get a presentation on. It's well worth your time and attention.

I know I've taken very long. I'm sorry. I've exceeded my time. Let me close by inviting you all to visit our web side, dvrpc.org. You will find all kinds of information

and reports and publications on it. And we also have an interactive database management system on it so you can pull up projections and look at maps and what have you.

Thank you very much. I enjoyed giving you this presentation.

(Applause)

MR. ROSEMAN:

I think we all would agree that this evening's presentation so far has been illuminating and, if nothing else, challenging to how we may be providing our own planning in this world. There's no question that an organization of the scope and size of the Delaware Valley Planning Commission—or regional, the magic word—offers a tremendous amount of advantages. And I'd start this evening by referring to Ron Bailey. And Ron is the director of the Lancaster County Planning Commission, and in this role he is the MPO of Lancaster County. And Ron is also no stranger here to the Hourglass, as he has presented here during the last year on the potential changes that the Municipal Planning Code would have on us as they develop that at the County, if that should come to pass. And we're going to hear a little bit of that at the end of the evening. In your role as the MPO, can you discuss with us kind of what—what we look like in a brief format, not as fully as, perhaps, John's, but how we operate in all of these different areas, and perhaps maybe challenge John a little bit about how the differences are between us?

RON BAILEY:

Okay. Well, first of all, let me clarify a little bit the term MPO. As John described, it's the metropolitan planning organization. Under federal law there has to be an agency responsible for transportation planning in every metropolitan area of the United States that is designated by the Bureau of Census. Because of population density, because of commuting patterns, Lancaster County is designated as a metropolitan area, separate metropolitan area. So we have a planning agency. And I need to clarify that the MPO actually consists of more than just the County Planning Commission. The staff of the County Planning Commission serves as the staff to the MPO, but the MPO itself, governing body, consists of one of the county commissioners;—Terry Kauffman was for many years the chair of the MPO—it consists of the mayor of the City of Lancaster, as that central city; four additional representatives from the City of Lancaster; it includes a representative of the Airport Authority, Red Rose Transit Authority and two representatives of the Department of Transportation; plus all nine members of the Lancaster County Planning Commission.

In response to your question, Don, I think one of the things to understand is, there are less differences between the Delaware Valley and Lancaster County than you might think. As John said, we're dealing with a global economy. And what's happening in Lancaster County is, we are located on the edge of the Delaware Valley Metropolitan Region. And our economy, along with York, the Harrisburg areas, all south

... there are less differences between the Delaware Valley and Lancaster County than you might think.

central Pennsylvania, is really driven by what is occurring in the Delaware Valley. We are what has become termed an edge economy. And the classic example is, go up 222 to the Turnpike and look at the huge new Acme Foods warehousing distribution facility. There's not a single Acme store in Lancaster County, so why is this huge facility there? It is there because of transportation, because from that location on the interstate system they can distribute food into New Jersey, into Pennsylvania, into Delaware, on down into Maryland. And that is a very key thing to what's going on.

And as John described—he referred to the Banana Highway. You may not know the significance of that, but the reason we call Highway 41 the Banana Highway is that the Port of Wilmington in the State of Delaware—okay? Now we're dealing with still another metropolitan region. The Wilmington metropolitan region, the Port of Wilmington, is now the principal import port on the east coast for fruit from Central and South America. Every banana that gets eaten in Pittsburgh travels up Highway 41 and right through Lancaster County. Okay? Now, you think that's funny, but consider this: That when we think we have control over our destinies, what's going on in the world, right now, as we speak, the fruit companies, like Dole, are building massive new ships, new technology, to bring fruit in. I mean, these are like supertankers, only they're gonna be carrying fruit. And that's gonna mean there's gonna be a lot more fruit that will be distributed by highway truck from the Port of Delaware—Port of Wilmington, and it's gonna come up 41. And when it gets to the end of 41 it's gonna hit Route 30, and it's gonna go Route 30 to 283 and hit the interstate system in Harrisburg. And not only that, are we looking at those kinds of changes, but you're also looking at major changes in rail service.

One of the things that has happened to us, if you will, very recently—and we've been listening to this funny sound in the back here through John's talk—is that Conrail, Consolidated Railroad Corporation, has been merged into the CSX Corporation and the Norfolk Southern Corporation. In dividing up Conrail, they essentially took what was the old structure of the railroads and split it apart on that basis; that is to say, the old New York Central system went to CSX and the old Pennsylvania Railroad system went to Norfolk Southern. Now, you say, well, so what? Well, what that means is that now the Port of Wilmington is served by direct rail service exclusively by CSX. Does that mean that Norfolk Southern can't compete with CSX? No. It means that Norfolk Southern is building huge intermodal yards in Harrisburg where they will take cargo off the trains and put it on trucks to send it to the port of Wilmington or to send it to the Port of Philadelphia, because the Port of Philadelphia has tremendous rail congestion problems. So as the Port of Philadelphia develops, as the Port of Wilmington develops, as intermodal facilities in the Harrisburg region facility—none of which are in our region, but all of these will profoundly alter and change the transportation future of Lancaster County.

So I would say, I guess, in response to your question, we are not dealing with differences. What's going on in the Delaware Valley directly affects the future of Lancaster County. And what's happening to the west of us in Harrisburg and in

Pittsburgh and in Ohio also directly affects us. We've got to understand that we are living in a global economy and we're competing on an international basis.

THOMAS SMITHGALL:

I have one comment on that, if I can. It was an interesting point you made earlier. You hit just the tip of the concern that relates directly to what Ronald just said. I'm thinking of the virtual \$100 that everyone had. As I recall, 37 to 38 percent said, "I want better roads," "I want a new road," or "I want a better road to get the congestion off the roads." The others said, I want to preserve open space and preserve farmland, 37 or 38 percent said the same. So we are kind of at a yin and a yang of this thing. So our economy is saying to us, and what we're saying is that we don't want traffic congestion, we want to ship our products easier. At the same time we're saying, we want to preserve our open space and we want to preserve our farms. It's a difficult equation.

MR. ROSEMAN:

In that regard, let me just kind of point out to the audience that on this panel we have three members of Lancaster County Transportation Authority, a newly formed organization, and the chairman of that organization sits over here, Mr. Kauffman. Terry Kauffman is currently the chairman of the 10,000 Friends of Pennsylvania, two-term county commissioner, and presently he is the chairman of the Lancaster County Transportation Authority. I would like to just also make another comment, too, because there are arguments for and against how government manages what we are and how we—I would like to make just a comment, personal comment, that Terry Kauffman was part of a commissioner team that made more progress in creating and moving Lancaster County forward in all fronts than had been done in all of our lifetime. And that's my view personally, but I think that will be that of the historian's view. In saying that—we're talking about the Steil bills that had have part of the process of trying to bring about more cooperative—regional cooperation, because we just heard 300 in John's territory. We have something over 60 here in our area. And that process is moving right along, and 10,000 Friends is a major supporter of that. But the MPO process seems a little bit dysfunctional in a sense, because here we just heard about how we're part of a more regional problem, and yet we are still a stand-alone county in this regard.

And from that standpoint, I would go back to Terry Kauffman, both as the chairman of the Transportation Authority and also, it turns out, as the past chair of the MPO. How do you see the county being able to take advantage of more regionalization? Could it be possible to roll this thing up with our neighbors as well?

TERRY KAUFFMAN:

I think there's tremendous opportunities there. I think one of the frustrations we had, starting with the MPO and, I think, in transportation enhancements, is, in fact, the ability to plan across municipal boundaries. And I think it's improved considerably, but there is a little hidden genie here, and it's called state policy. State policy establishes

planning regions or establishes transportation regions. We had a special compact at DVRPC. We, for example, are in District 8. Philadelphia and John's region is a separate district. I work in Berks County; it's a separate district. So there are really no wants and warrants that says you have to make sure your municipal plan works, but your impact should happen in the Chester region, having to comply—again, that goes into some of the bills that are coming forward. But it's beyond that. The Commonwealth, also, has to look at the issue of how they manage commerce, which is a separate grouping of counties; how they manage tourism, which is a separate group of counties; and how they manage transportation, which is a separate group of counties. There's no consistent policy. Back in, I believe, the Casey days, there was an effort to compartmentalize and get everyone the same. And I think throughout Thornburg's administration as well—I better get both parties in here, because I'm trying to be apolitical.

But you alluded to the fact that every state agency has a separate set of guidelines. Having said that, I think the MPOs and counties are doing a much better job, but we do need some changes in state policy and law to ensure consistency and that it occurs. We don't need to make the investment in Lancaster or Berks County that offers incentives like what John's doing. Hopefully, we can do some transit. On the other hand, we want development in those towns that makes some sense to minimize—but that's an unusual event. That's two MPOs and ten counties and three mass transit systems and what have you.

MR. COSCIA:

You're absolutely correct. My suggestion is, it's important that the Lancaster MPO network with the adjacent MPOs periodically and compare notes—and I'm talking about chairmen of the board and the executive directors—and make sure the things you are doing are in a win/win situation for all of the communities throughout. We're doing that. Next week I'll be in Newark with all the New Jersey MPOs and the state agencies, and we do that in New Jersey in the entire state. We do something like that with PennDOT, but it's more technical people than policy people. But my answer is, you don't necessarily need a formal structure to expand, but you certainly need to have that networking to achieve that.

MR. KAUFFMAN:

And I would disagree a bit. I think you need more of a formal structure. I don't think you can let it to the whims of a chair and an executive director. I think you need some directorship that says, you don't have commerce flying in the face of transportation, in the face of tourism. And I think you need that upper structure to put that in place. I mean, I think Lancaster did this with the MPO of DVRPC years ago on joint improvements on Chester County. But it still doesn't look at how investments are made with public dollars across boundaries from a state and federal level, and that has to get better. It has to go beyond just, "hi, you're a nice guy and when we like you, we get along."

MR. COSCIA:

You mean the transportation?

MR. KAUFFMAN:

But transportation in toto. I mean, the districts have got to sit down and say, what District 8 does affects District 1 as it affects another. Right now it's just superficial.

MR. ROSEMAN:

I'm glad we're having this dialogue, because I think this gives the audience a sense of some of the problems that we have here in Pennsylvania continues to operate even at a higher level than either county.

Tom Baldrige and Tom Smithgall represent our private sector. They're both key players in the revitalization of downtown Lancaster. Both are also on the Transportation Authority, as I said. Starting on January 1st, Tom Baldrige assumed the presidency of Lancaster Chamber of Commerce & Industry. Prior to this position he had held the position of president of Lancaster Alliance. The Hourglass survey of a year ago revealed the fact that the vast majority of Lancastrians felt that the overall quality of life depended on a viable city core. I believe John pointed that out, as well, looking at the world of the Delaware Valley, and the same issue occurs. Over 40 percent said they would support some form of regional financial tax support. Our most important city core revitalization project is coming through the development of the civic center/hotel complex at the Watt & Shand property.

How is the MPO process currently dealing with the needs of that project? And I ask you, further, as the president of the Chamber, how do you see the MPO as it currently exists or could exist in a different working form in Lancaster County that would perhaps be more effective for us, et cetera?

The real question really comes down to—you didn't see this, but I've been on the web site, and the board of directors of the Delaware Valley Regional Planning Commission has very powerful players on it, enabling the needs of that area to get a better play at the federal level. There has been many decades of low funding into Lancaster County, and I think it's caused some of our problems. Would you care to comment on that?

MR. BALDRIDGE:

I'll comment. I don't know if it will be on that or not, but I'll let the audience decide. You know, my first thinking in hearing what John was saying and hearing you, as well, is that—my first thought maybe sounds defensive—but I just want to say it anyway. Nobody's said the opposite, but I want to say it. I think it's really important to keep in mind that growth is good. It's not bad. Growth is good. And I think too often we just

make this assumption that growth is bad. Growth is good. The opposite of growth is decline, and the last thing we want is to have a county that's declining. And what we need to do is find a way to have our county grow responsibly and grow in a way that makes sense.

I think the MPO is a way that you can play a role—it is certainly a way that we can play a role in that. But what was not mentioned as much in John's remarks as I thought might be is the role that Harrisburg does play in that. Because the state law certainly dictates so much about what we can and cannot do—and it's mostly cannot

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do—in terms of being innovative in our thinking and ways we could work together much better as a county as a whole in our planning effort, that it really is a very restrictive prescription to what the MPO can get involved in. So I think that's a really critical component of whether or not the MPO will ever be successful or not.

The other thing that you mentioned, John, that struck me was the quote that the current development is driven by market forces and not controlled by the public sector. And basically, with that quote, it's kind of the adage, you get what you got if you just let market forces drive it and not control it by the government sector. And to me, at least, in my mind, it draws this connotation that government should somehow have a role out there in stopping development and stopping the land use, et cetera. And I would really flip it the other way and challenge us to think of ways that government can provide incentives to city or borough development with its policies.

And, in fact, if government's going to have a role in directing where future successful markets land, how about that role being a way to provide incentives instead of penalties when it's in the city, and really kind of encourage growth elsewhere? So I do think government can play a role, but I'd much rather see them play an incentive role as opposed to a punitive role. And I think in that regard there could be a lot of benefits that would go to the City of Lancaster, specifically, if we could look at some of the rules, regulations and codes that those types of buildings are now subject to that make them economically not feasible to have happen.

MR. BAILEY:

If I could just comment. I think the two of you really are saying the same thing. Maybe you're clarifying the point, which is, presently, what we have is a lack of coordinated policy, a lack of public policy that directs growth to areas where we want growth to occur, and that's the reason that we get the type of growth we have. The market is creating the demand. That demand has to be satisfied. And if it's being satisfied in inappropriate locations, it's due to a lack of good public policy.

MR. ROSEMAN:

On that regard, let's go to the last panelist, Tom Smithgall vice-president of Lancaster's leading commercial property developer. Greenfield Park is their flagship, but not alone, for they have similar properties in Dauphin in Chester Counties as well. Tom is also representing one of the three principals in the Watt & Shand hotel development, which his client is playing a significant role in. He also played a significant role in the Acme property, which was mentioned here a minute ago.

From the private sector point, to kind of expand where John was coming from, how do you feel about the MPO, its, perhaps, rules or its impediment to good infrastructural development as a developer? Do you find that to be good, bad? Where do you fall on that?

MR. SMITHGALL:

It's like Tom said. I won't answer that one, but I'll answer another one.

MR. BALDRIDGE:

If you want to talk about the room tax, we're both ready to go there. Terry too.

MR. SMITHGALL:

Terry too. [Laughter] I think what we struggle with is, we have some success with some of the things the county has done with urban growth boundaries. I think we can all kind of cheer that on. And we also echo coordinated and rationalized land use. But we don't talk about the next point, and that is, how do we share revenues? And that's where everything stops. And when we get to a point where we say, okay, Montgomery County's going to get a new road and that's going to draw another 50,000 people out of the center city of Philadelphia, until we rationalize some of those policies, we are going to continue to do a couple things. One, our cities are going to continue to decline. Two, we're going to concentrate our poorest people in our economy in our cities. We are going to concentrate our tax-exempt properties in our cities and we're going to continue to watch them decline. And I'll use the old adage of, an apple will rot from the core out. That's what's going to happen.

So we've got to do this in a coordinated fashion. Until we talk about revenue sharing, this thing will grind to a halt. It'll continue to be a segregated process. And we'll continue to build better roads, which will make the more affluent able to get out to the suburbs with longer drives, but more efficient drives because the roads will be better, and the process will continue to further and further go out.

So I'm a proponent of the private/public partnering that can go on to revitalize those cities. And if an MPO can do some things, they can help us with some of the

efforts that we're going to try to accomplish in and around cities—but I'm not just going to say Lancaster City. I'm talking about the Lancaster community, dealing with some of the infrastructure problems that we have.

As I said, I'll let go with another one. We have a number of paired streets in our town, one-way streets. It is the worst thing that has happened in the City of Lancaster. It has driven retail to the outside of our town. And we've just watched it happen since the 1950s. We've got to reconcile that, and the MPO might be assisting in that relative to roadways and dealing with PennDOT and dealing with some of the costs that it's going to take to turn that around. So I'll stop at that point.

MR. ROSEMAN:

And as we're talking about the core cities, can they be resuscitated, I don't know quite where the MPO plays in the role of resuscitating core cities. We have one in our MPO. You have several of them in the Delaware Valley. Have you addressed this issue and do you have specific plans that are working toward doing that?

MR. COSCIA:

Yes, we have. And let me clarify one thing also. DVRPC is a comprehensive regional planning commission. One part of our work is as the MPO, but we also do other things. So when you think of DVRPC, do not think of an MPO. You have to think of a comprehensive planning commission. We're designated to do water and sewer systems planning in New Jersey for our counties. I mean, we've been doing that for 25 years. We're the coastal zone management agency designated by Pennsylvania to do estuary analysis. We're the air quality agency designated by the federal—so we need to do things broader than just transportation.

But to answer the question, cities live for thousands of years. Cities go in cycles. A major city like Philadelphia—it's a very young city. It's only 300 years old. But the fact of the matter is, it'll be here 2000 years from now. Keep in mind that it will have its down cycles and it will boom once again. Now, how quickly that happens depends upon the investments being made by a number of actors, including the federal governments, state governments and city governments. I have no doubt the City of Philadelphia, the City of Camden and Trenton in New Jersey, are all—particularly Camden and Trenton—Camden's really a messy case—are having difficult times. I have no doubt in my mind that those cities will turn around and be very viable in the future. Now, it depends on leadership. It depends on leadership. With the right elected leader leading, things will happen to make those cities turn around. We saw in Philadelphia Ed Rendell for eight years, and he did a marvelous job for the city. Prior to that, the prior mayor was my board chairman who didn't do a great job.

So it really depends upon leadership. Every once in a while there's a window of opportunity when the stars are aligned properly and you get good county commissioners

and/or good mayors and/or good senators and/or good governors and things happen to make cities turn around. And you have to take advantage of those opportunities. We did a very thorough study, very thorough study, of all four major cities and came up with a number of policies to revitalize Chester, Philadelphia, Camden and Trenton. I don't have time to go into all of them, but it is all very doable with the right leadership.

MR. KAUFFMAN:

Let me take that, if I could, and follow. I think transportation authorities, the MPO, PennDOT can really make a big difference in how we revitalize our cities and towns. I mean, I think the way we make investments and the prioritization we view is building new highways, and there's no argument, we have needed some new highways. But what if we take those same dollars and make investments in infrastructure. What we have seen in Lancaster and Berks is the same thing, is that the big projects are getting done. The little projects, the gateways and Stockyard bridge, the Fruitville Pike bridge, that really make the town viable, are not getting done. And that's one of the things—I think this community has made the determination that while the money's programmed, since PennDOT doesn't have staff, that the Transportation Authority will do that. And I want to put one thing out very clear, because the Transportation Authority, one of their key missions is, they will do nothing that does not support the county comprehensive plan, period. I think that's important for you to know. I see that, though, as perhaps taking some of those smaller, less-attractive projects as a community step. They say, okay, money's there. We're not going to lose it. Let's do those gateways. Let's do some safety mobility projects.

MR. ROSEMAN:

This is a question that's kind of a little bit off-the-wall. But it's really possible. And most of the things that you're predicting --the future growth of all of these transportation requirements--assumes the continuation of cheap oil. If oil suddenly went to five dollars a gallon, like it is in Europe, would your transportation model hold up or would it—would this population truly come up with another way of doing its business?

MR. COSCIA:

Our models—and we have very, very fine models. Two years ago we spent a million dollars just updating our models. Our models are price sensitive. If you put in five dollars a gallon, it will drive down the number of trips. But the motoring public's very smart. They're gonna go back to smaller cars. They're going to do trip linking, where they'll make two trips in one trip, et cetera. So the number of trips definitely will go down and it will influence the congestion levels on each of the arterials. No question about it. But I'd like to see us go to five dollars a gallon. I'm for it. I mean, I remember one presidential candidate [John Anderson] who advocated fifty cents a gallon for five years or something? That's a marvelous idea.

MR. SMITHGALL:

I agree with that. I don't think we're gonna stop congestion on the road. I think that's an inevitability of our lives. But if we make it more painful, people are gonna do things more differently.

MR. COSCIA:

They might use buses and transit systems.

MR. SMITHGALL:

That's a hard one, and certain politicians won't vote for that.

MR. ROSEMAN:

Higher tax issues are going to come at a level far beyond the local level. Another question comes down to, and you heard a little bit of a disagreement about cooperation, the levels of it and whatever. And it seems as if there is this cooperation. This is kind of a question for all of us. In Lancaster County, we still have suburban municipal governments that engage in practically no inter-municipal cooperation. Is there a way that we can effectively increase this inter-municipal cooperation so that we can effectively move Lancaster County ahead? I ask that to all five of you.

MR. COSCIA:

I'll take it and tell you what we're doing in the Delaware Valley. We have prepared two or three handbooks on inter-municipal cooperation, kind of a tool that we distribute to all our municipalities on the merits of inter-governmental cooperation on a specific issue, whether it's cooperative purchasing or whatever.

And that's happening. You will always find municipalities, when it's a win/win situation, will join together and do things together. And that's the trick, to find where it is a win/win situation and not one taking advantage of another. But, yes, that will happen. Again, I cannot stress this strongly enough. It depends upon the local elected officials and the leadership that he or she provides. And every once in a while you get great leadership. Other times you get average leadership. And you need to take advantage of it.

MR. SMITHGALL:

Could I—I want to challenge you on one thing, and that is, you have obviously have credentials in the planning component of this, and I always love plans and I always get excited about them, but implementation is really the hardest part.

MR. COSCIA:

Yes, it is.

MR. SMITHGALL:

And I wonder if part of that educational process from DVRPC's standpoint might be more focused on studying not so much what is, because all the things we saw tonight are what is. This is what's gonna happen. If we could turn that a little bit and say, this is what could be if we were to make the policy interventions that you suggested, or if we were to look at it a different way then this is how your community—to your supervisor or, you know, whatever, county commissioner, this is how your community can change. Is there a way that you can twist your models a little bit?

MR. COSCIA:

Yes. The answer to that is, yes, and we do that. I chair a big task force in central New Jersey, Princeton area. 50 mayors sit around that table and we run our models according to the policy wishes to see what happens to transportation and infrastructure. Yes, we can do that and we do do that. But you're right. Implementation is the toughest thing. It is the toughest thing. I've been in the business for 30 years, and all planners come up with the same plan: Concentrated growth, growth in boroughs and towns and filling in the higher densities, support mass transit, save open space, preserve agricultural land. We've been saying this for 30 years and yet we continue to lose and lose and lose ground. I don't know the answer.

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MR. KAUFFMAN:

One of the most effective models, I think, as an elected official, and now working in a community, is the GIS technology, where you can actually take an existing zoning ordinance that shows what the township or the borough has and extrapolate that out and show the local officials what it would look like if it was built out. It's amazing how many communities believe they have good agricultural zoning until they do the overlay of one lot, two lots, and you show that to the local citizens and say, here's your 20-year plan. If that's put on the map, I will tell you, to a community, they go, oh, my God. And that is change. I mean, that's what Tom's saying, the picture of, you believe you have a good agricultural zone and you believe you have a natural resource zone, you believe you have this. But until you see the fragmented piece and visualize it ... I think that's a tool and technology that has to be used, and I encourage municipal folks to really do a build-out of their zoning documents. It's one of the things we're trying to do in these joint

comprehensive plans. You show people not a map that's green and pink, but show a map that's populated. Lancaster County did one—I take no credit for this. I guess I should. But they came out with a map and put it on an old atlas from the 1800s and showed the houses that were on an 1800 atlas, and then we built the 1990 census on there, and then we built it out to the zoning ordinance. And you would see the houses that were built over previous aquifers, streams and what have you from the 1800 atlas on up. And those living stories get attention.

MR. BALDRIDGE:

Can I just say one thing just real quickly? I think in response to your original question, Don, I really do think the private sector has more of a role to play than perhaps they did historically, and they've gotten away from it. We need to find a way to get them back to it. We talk about these elected officials as if we don't know who they are, but they are employees of somebody and they are our friends and neighbors and they are people we all know. They aren't somebody that's out there that, we don't know who they are. And I think the role the private sector should play more aggressively is to encourage people in their companies to run for public office and to be a part of the process more aggressively and not just passively be a player in the plan.

MR. ROSEMAN:

I guess, based upon a comment that you made, that most of the municipal plans in the Delaware Valley area are 30 years old and out of date. I ask you, Ron, would that model fit Lancaster County?

MR. BAILEY:

No. No. Actually, we're in fairly good shape. We have—probably most municipalities have comprehensive plans now that have been created in the 1990s. We have a number of areas where we've done regional comprehensive plans through funding by the board of county commissioners. Right now, for instance, we're developing new comprehensive plans in the Cocalico region, Adamstown Borough, West Cocalico, East Cocalico, Brecknock Township and Denver Borough; the Conestoga Valley region; East Lampeter, West Earl and Upper Leacock Townships. And we've just completed plans—for instance, an outstanding plan in Warwick Township and Lititz Borough. And those are examples of what we've just been doing in the last couple years. So we're fairly current in Lancaster County. Every municipality does have a comprehensive plan. Every municipality does have a zoning plan, and in most cases the zoning plan bears a resemblance to the comprehensive plan.

MR. ROSEMAN:

Here's one last question from our audience. This has to do with service sector jobs growing at such a dramatic rate. The question is about the role of technology jobs within that sector? This question was addressed to, I believe, Tom Baldrige, because I know that Tom's really involved in this development of what we call gold collar jobs coming into Lancaster County. The question, is could we provide a sector in the core towns, in the core city, a place that these kind of jobs could be brought to so we would bring high-paying gold collar technology jobs into the urban areas? Is there any effort being done to do something like that? That's the question.

MR. BALDRIDGE:

I mean, the simple answer is that there's no real effort to do it. It would probably, ultimately, be something that's market driven. One of the opportunities I think would be the Keystone Opportunity Zone on South Prince Street, which is an area of about 44 acres that's completely tax-free for, now, the next 11 years of state and school district, county and local taxes. And that—in the hands of the right developer—it all needs to be private sector developed. And in the hands of the right developer, that might be an opportunity to have a real incentive to encourage those types of companies to locate there.

MR. SMITHGALL:

There's two parts to that. A lot of the E-commerce, high-tech jobs want to be 24/7, twenty-four hours a day, seven days a week. They will come to your urban cores, but your urban cores have got to be vital. They've got to have Chinese food at three o'clock in the morning, pizza delivery any time of the day, places to hang your bicycle, and where do I put my computer? And the key is the backbone of the building. You can put IT in any kind of building. You can put them in a tobacco warehouse. You can put them in a nice, gleaming glass tower. We have that opportunity in our city to do that, but, again, I think what you see is that they really kind of aim towards the urban core. I think that's going to separate—I think you're gonna see the Vienna, Virginias, develop, or AOLs, and you're gonna see downtown Seattles develop, where they go into the urban cores. There's gonna be two kinds of markets there, and I think they'll be driven by different forces.

MR. BALDRIDGE:

And they are also dependent on one other thing, and that is, in Pennsylvania, the largest number of dot com companies are in the Pittsburgh area, and it's because of Carnegie Mellon and what they're offering their local community to encourage and foster that type of development. It does require some supportive infrastructure in order to really have that type of community drive.

MR. COSCIA:

That was the point I was going to make. The universities are extremely important in this. And in Philadelphia, we have University City Science Center that's a consortium of all the big universities. And so you need to bring them in as actors.

MR. SMITHGALL:

I just want to get to the issue of jobs. You mentioned it a little bit—and I think a lot of the public policy decisions kind of ignore this. We didn't talk about ethnicity. We didn't talk about people of color. And one in five people in 2025 is gonna be of Hispanic origin, and this community has not begun to deal with that. Just look around this room. We're all basically white people, and we're not going to be that way in 2030. And we need to begin to grapple with that and to embrace that diversity in our community as it relates to job creation and supplying jobs and tying back to our educational institutions and growing that component of our community. We're not doing a very good job with that.

MR. COSCIA:

I do want to say one thing also. This is very important. In our region there is—I will call it economic stratification, not racial bias. Economic stratification. And you will find the haves are getting richer and the have-nots are getting poorer. And you get this split in the economic makeup of our metropolitan region and it has implications for Lancaster, obviously. Very important subject. I only had half an hour; I couldn't cover everything.

MR. SMITHGALL:

Well, what I'm fearful of is land use policy aggravating that problem. And we've got to be very careful that we don't say, let's more densely develop—we all think that's a great idea, because we can preserve open space. But we'll drive the price of houses up to a point where low- and moderate-income people cannot afford to buy the homes. We've got to figure out another way to integrate that other type of housing, less-expensive housing—I won't say low-income housing, I won't say moderate-income, I won't say poor, all of those buzzwords, but less-expensive housing—so we can deal with the broadest spectrum of people. If we take our land use policies and just build more expensive houses and office buildings, it's not gonna be good for our community, and the stimulation of growth will not happen, like Tom talks about.

MR. BAILEY:

To maybe just comment a little on that, I would disagree a little bit that concentrating development and density will drive up the cost of housing. In fact, it's the opposite. If we look at what's happening in the United States, it is zoning that requires large lot development that drives up the cost of housing. It spreads housing out, further increasing the costs of living in communities. So we need to recognize that and balance that in a better sense. The other thing is, the way we build housing today, which is reinforced by our zoning ordinances, segregates us economically because the lots of the subdivision are

all the same size because that's the minimum specified in the zoning ordinance, so the houses that are built on those lots are all the same size, which means they all cost about the same, which means everybody that lives in that community earns about the same amount of money. And we are literally dividing our population up economically --

MR. ROSEMAN:

And on that note, I'd like to turn to Terry Kauffman and offer him a moment to just talk a little bit about an initiative that 10,000 Friends of Pennsylvania are working on right now in regard to the changes in the planning.

MR. KAUFFMAN:

Thank you. I came up and Tom said, how would you like to earn your pay tonight? So that's exactly why I'm doing this. But, really, as a follow-up to Representative Argall's and Representative Steil's discussions several weeks ago about House Bill 13, 14 and Senate Bill 300, I think it is important to note we're heading down the stretch. It is now push time. The bills are scheduled to be run June 5th and 6th. There is some commonality on these two bills. 13 will probably be merged into and with Senate Bill 300. Now, I not gonna try to explain that, but it generally will give you—the multi-municipal planning portions will go into 300. 14 will stay at the moment pretty close to as it is. What does that all mean? I think in the broadest brush, I would say to you Senate Bill 300 doesn't mean a whole lot to us. The multi-municipal piece is good. What we really need to, though, get—and understand that the legislature has determined that they're gonna pass a bill—is to make sure that 300 doesn't become the easy way out to do something that does nothing.

House Bill 14 must run with 300. We think that primarily there are, there is support in the legislature in both caucuses. We believe the governor is supportive of that happening. We've got a few little things that we are working on that I think will come out in the wash. Now, I don't want to say the work is done, but I believe, in fact, we've got some consensus within departments. And if you want to stop and think how crazy this is, we have the township supervisors, we have the county commissioners, we will have the boroughs, and you have all the environmental groups saying this is a good bill, and the farm bureau accepting it. What is wrong with that picture?

The reality, however, is, we have a formidable opponent in PBA, Pennsylvania Builders Association. And before I say anything negative, I want to tell you, this does not diminish from, in my view, the 90 percent of the home-grown builders that we have in our communities who are second-, third- and fourth-generation farmers and want to do good stuff. What it is, however, is a philosophical position at the state that they don't want to change that which they understand. They do not want to change some of the curative amendments. They don't want to talk about growth boundaries. They don't want to talk growth areas.

The builders did throw another caveat in yesterday with a new deal on, what is it, 30-some pages of another new bill, which does a whole lot of nothing and accomplishes nothing. The good news is, they've now said growth areas are ok, we just don't want to give you any legislation to enforce them. But understand, that is a move. But the critical message I want to leave tonight, this is the time to hit the road. House Bill 14 and the combination of House Bill 13 and Senate Bill 300, it is now.

Deborah Tingley from the Builder's Association was in the Poconos earlier this week—and I'm not gonna read anything—to chastise the governor for selling out to environmentalists, killing private builders. So I'm assuming they got a message of what they think the governor's gonna do. If you do the head count today, I wouldn't be a betting person where this thing's gonna end. It will happen in the next two weeks. June 6 is rally day in Harrisburg for 10,000 Friends and advocates for these bills. We need people. We need you to visit your legislators and we need you to call them now.

That's kind of my passion. I mean, some of us have been around this a long time. But the reality is, you saw John's story, what he has done with the charter since 1960 with an antiquated land use package and what the end result is. If you want us to look like that in 30 years, then ensure us to have the same laws John has had to deal with in the past 30 years of his charter. There is no more compelling argument why we need to change today so that we don't become the next frontier for the DVRPC. I implore you passionately, passionately, now, get 70,000 letters and get 'em mailed.

MR. ROSEMAN:

On behalf of the Hourglass, I'd like to thank all of our panelists, John Coscia, for coming here tonight, and you for attending it. I'll turn it over to Art Mann, who has a few things to say.

MR. MANN:

Okay. Just to wrap it up. You know, my personal feeling on all this is, the inner cities in Pennsylvania will continue to go downhill unless the school districts become an attraction for the city instead of a detraction. And, you know, my feeling in this is watching the state and the legislation—and the help you get in a city school district—is the laws and requirements you have are almost as if they want to drive the school districts of Reading and Allentown, Lancaster, out of business and reconstitute maybe in perhaps another way.

But be that as it may, I want to wrap it up and invite everybody to our next meeting, which is on June the 7th, and that's Joanne Denworth, who is president of 10,000 Friends of Pennsylvania, and she will be talking about the cost of sprawl and the things that can be done about it. And you heard Terry's passionate plea tonight that the builders are putting on a full court press because they don't want their hands tied. They

want complete freedom. They want to be able to build without—I guess without tether. I don't know how else to say it.

So with that, thank you very much. We have some refreshments in the back of the room, and everybody feel free to stay and have something to eat and talk some more. Thank you very much for coming.

(Applause.)

(The proceedings were concluded at 7:55 p.m.)