

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
NOVEMBER 10, 1998**

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of October 13, 1998 were approved as mailed.

**CHAIRMAN'S REPORT:**

Dennis Winters, Chair, reviewed the proposed RCC meeting dates for 1999; the RCC approved these dates. Winters announced that the DVRPC Board's proposed 1999 meeting dates were also available. The Chairman then reviewed the Staff Summary of the Board's response to RCC recommendations in October, noting that the Year 2030 Plan was the only instance in which the Board varied from the committee's suggestion. Specifically, the Board postponed action on this item because of the need for additional coordination between DVRPC, PennDOT and NJDOT.

**REPORT OF THE RULES SUBCOMMITTEE:**

Linda Ingenthron, Rules Subcommittee Chairman, reviewed the procedures adopted by the RCC in 1997 regarding nominations and elections. They are worded as follows:

1. The terms of office for all officers shall be one year.
2. The terms of office shall run from January 1 to December 31 of each year.
3. The terms of all officers shall be limited to three consecutive complete terms.
4. The election of the Chair shall be held at the last meeting of the calendar year.
5. The first order of business at the last meeting of the calendar year shall be the election of the Chair.
6. The newly elected Chair shall nominate candidates for the other key officers (Vice Chairs and RTC Representative) at the January meeting. An election shall then be held with nominations for these positions also accepted from the floor.
7. Subcommittees shall elect their own chairs at the first meeting of each calendar year.

Ms. Ingenthron then presented the additional procedures that are being recommended by the Rules Subcommittee to lend more specific details to the nomination process. The RCC discussed the wording of the recommendations, specifically regarding Nominating Committee conference calling versus individual calls to members of the committee. The entire RCC felt that decisions regarding nominations should be made by the body as a group. The committee also discussed changes to the

wording of the recommendations.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Linda Ingenthron, seconded by Lorraine Brill) to adopt the recommendations of the Rules Subcommittee as worded below:

A Nominating Committee should be selected no later than the October RCC meeting of any calendar year;

The Nominating Committee shall consist of five (5) voting members;

The RCC Chair shall call for volunteers from the floor and make initial appointments, keeping in mind that consideration should be given to equal geographic representation;

A motion to accept the Chair's appointments should follow from the floor; if a motion is not forthcoming, the Chair shall submit a new slate;

Immediately following the successful appointment of the Nominating Committee, the committee shall select its own chair and report back to the RCC;

The Nominating Committee Chair, in conjunction with his/her committee, shall set the date of the first committee meeting for the purpose of facilitating group decision-making; additional communication may take place through meetings or conference calling; final decisions should be made collectively;

The Nominating Committee shall report its recommendations to the RCC in November.

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

**APPOINTMENT OF NOMINATING COMMITTEE:**

As per the adopted procedures, Dennis Winters, Chair, called for volunteers to serve on the Nominating Committee. Those volunteering from the floor included Sue McNamara, Peter Javsicas, Ron Brittin, Bob Machler, Kevin Smith and Claudia Crane. Following discussion on equal representation from various counties and municipalities, Winters named Brittin, Javsicas, McNamara, Smith and Machler. Claudia Crane withdrew her name from consideration.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Ernest Cohen, seconded by Peggy Killmer) to endorse the slate as named by the Chairman.

***MOTION CARRIED.***

The Nominating Committee then convened and reported back to the RCC that Sue McNamara would

be the Chair and that they would meet at 3 p.m. on November 13, 1998 in the office of the Delaware Valley Bicycle Coalition.

**PENNSYLVANIA TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**AMENDMENTS/MODIFICATIONS:**

Judy Barnet, DVRPC Senior Transportation Planner, reported on three TIP amendments/modifications submitted by PennDOT. The first (TIP Amendment 9752) is a reconstruction with widening and interchange improvements to I-95 from Shackamaxon Street to Ann Street in the City of Philadelphia. In addition, the project will include improvements to 17 bridges and .3 miles of roadway. Funding was identified under TEA 21 as a high priority or demo project, and was addressed in the draft TIP, which will not be adopted until February, 1999. It is necessary to amend the current TIP to move this project now. PennDOT has stated that the project is nearing completion of the consultant selection process and the agency is prepared to initiate preliminary engineering.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Lorraine Brill, seconded by Claudia Crane) to recommend that the DVRPC Board approve TIP Amendment 9752.

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

The second, TIP Modification 9753, involves reconstruction and interchange configuration of PA 309 at the Fort Washington Interchange from Welsh Road to Greenwood Ave. In Upper Dublin and Whitmarsh townships. The project is on the current TIP and is ready to move to final design. Ms. Barnet stressed that this is a safety and restoration project. Fiscal constraint is maintained by reducing the region-wide setaside for Betterment Projects.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Lorraine Brill, seconded by Sue McNamara) to recommend that the DVRPC Board approve TIP Modification 9753.

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

Pennsylvania's next TIP modification (9754) involves PA 113 at Kimberton Road and PA 401 where safety improvements and channelization are necessary to add a right-of-way. Originally West Pikeland Township agreed to fund engineering and right-of-way with 100% local money. However, the cost to

complete preliminary engineering and final design doubled from the original estimate. The township has requested federal/state funding to acquire right-of-way. The committee discussed the safety issues at this location.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Marcile Woodward, seconded by Sue McNamara) to recommend that the DVRPC Board approve TIP Modification 9754.

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

**NEW JERSEY TIP AMENDMENTS:**

Charles Dougherty, DVRPC's Associate Director of the Transportation Planning Division, clarified that the New Jersey TIP was earlier adopted in 1998 for FY 1998 - 2002. New Jersey did not address the enhanced inspection and maintenance (I & M) issue in a timely issue, so the federal government placed sanctions on the state. The TIP was therefore frozen, meaning that changes cannot be made until the freeze is lifted. FY 1999 will see the same TIP in place. New Jersey normally adopts a TIP annually, while Pennsylvania adopts one every two years. Dougherty explained that New Jersey needs to modify TIP phases to keep projects moving. All projects must maintain fiscal constraint while adhering to the rules of the conformity freeze. While NJDOT does not yet have a specific final list of these changes, they will be in place by the RTC meeting date on November 17, 1998. (They were later tagged as TIP Amendment 9818.) The list will probably include approximately 30 projects that will incur changes to the phase date or funding source. If this list is not finalized by the RTC meeting date, it is hoped that the New Jersey Subcommittee could be authorized to act.

The RCC discussed the need for specific information about these projects, citing the possibility that they may be asked to approve moving a project that they have previously opposed, such as the Millstone Bypass or Route 29. They questioned why this action could not be deferred until the January Board meeting. The committee also questioned what efforts the state is making to change its freeze status. Dougherty answered that NJDOT has contracted with a third party to build new testing facilities throughout the state; a new testing procedure needs to be certified by the federal government before moving forward.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Pat Horrocks, seconded by Lorraine Brill) to recommend that the RCC

defer action until the committee has received more information regarding these amendments; the RCC also asks that the Board defer action on TIP Amendment 9818 until its January meeting to allow for proper committee review of this matter. The RCC feels that it should move with the same speed with which New Jersey is addressing its conformity freeze issue.

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

Pat Horrocks and Lorraine Brill will take this motion to the RTC meeting asking that this committee take the same action.

**AIR QUALITY ISSUES:**

Ron Roggenburk, DVRPC Manager of the Office of Air Quality Planning, explained that conformity is a test performed on the TIP. He clarified the New Jersey conformity freeze, and stated that a new State Improvement Plan (SIP) is to be submitted in January, 1999. This Plan will contain new budgets for use in conformity; they will become effective in 45 days. A new TIP will be proposed in the spring of 1999.

In Pennsylvania, a new draft TIP has been proposed, with a conformity test currently being conducted. Public review of the TIP and conformity will begin later in November and run through December, 1998. Budgets in Pennsylvania are operative for 1999, 2002 and 2005. A review of the conformity demonstration will be presented at the December RCC meeting. Roggenburk outlined the difficulty of achieving conformity, future trends, and the effect on air quality. The RCC discussed the need for induced demand in the conformity model; the change in fleet size and its effect; new initiatives to address air quality issues; and models to address carbon monoxide reduction. Dennis Winters announced that the Clean Air Council will host a conference on air quality conformity and he hopes the RCC will co-sponsor the event.

The RCC directed the Environmental Subcommittee to examine the air quality conformity issue and possibly prepare a white paper on mobile source emissions.

**JOB ACCESS AND REVERSE COMMUTE COMPETITIVE GRANT PROGRAM:**

Richard Bickel, DVRPC Associate Director of the Regional Planning Division, announced that the Federal Transit Administration (FTA) released application guidelines in October for the Job Access and Reverse Commute Competitive Grant Program. The program is intended to improve transportation services as a response to the changes in welfare laws. However, a number of barriers must be overcome and a regional response facilitated on a tight timetable. This

timeframe calls for notification to potential applicants by October 30; DVRPC coordination and information meeting for potential applicants on November 13; all applications due to DVRPC by November 30; screening of proposals on December 1 and 2; DVRPC Board action on qualifying proposals on December 4; qualifying proposals forwarded to FTA by December 31; and an FTA decision on selected applications by February, 1999.

DVRPC has developed initial components of a bi-state, Regional Job Access and Reverse Commute Transportation Plan and Strategy. The Draft Strategy will be used by the DVRPC Board to evaluate the consistency of proposed applications with the regional planning process.

The Strategy encompasses a number of goals, including: promoting transit affordability; promoting job retention with transportation-related support services; expanding transit education to increase ridership; improving accessibility with new transit services and nontraditional initiatives; promoting the long-term viability of new transportation service; and developing strategies to promote more effective access-to-job coordination. Bickel then discussed the program's funding as well as project parameters. He stated that he would be happy to present the *Future of First Generation Suburbs* in January.

### **TRANSPORTATION IMPACT FEES:**

Mary Bell, DVRPC Senior Regional Planner, explained that impact fees are dollars charged on developers by municipalities to recoup expenses incurred by new growth. She reviewed the history and background of the issue, and reviewed a municipal survey completed to assess the number of communities using the fees. The survey culminated in 152 responses (43% response rate), showing that 72% assessed no fees; 28% have impact fees; and 16% have transportation impact fees. More responses were received in Pennsylvania than in New Jersey. The typical impact fee cost +/- \$40,000 to \$60,000; the fee is calculated on size and type and estimated trip generation; and has resulted in some local improvements.

Ms. Bell reviewed transportation fees and their impact on growth of communities; why impact fees were not imposed by some communities; and other ways to fund necessary improvements. She concluded that fees are most often adopted by municipalities already experiencing rapid growth; they usually are adopted under planning code authorization; they require long-range land use and capital facilities planning; almost 60% of those municipalities that do not impose impact fees collect revenue through other mechanisms; most impact fees in this region can be recovered from the eventual purchaser; and impact fees have not significantly affected affordability. Recommendations coming from these findings include clarifying existing legislation; allowing impact fees to be collected for uses other than those currently allowed; expanding the allowable geographic area and time limit on spending in Pennsylvania; and allowing joint land use and capital facilities planning to facilitate cost sharing.

## **TRANSPORTATION ENHANCEMENT PROGRAM DEVELOPMENT:**

John Madera, DVRPC Transportation Planner, reported that the Transportation Enhancements (TE) Program is a competitive federally supported program designed to fund projects which strengthen the cultural, aesthetic and environmental aspects of Pennsylvania's intermodal transportation system. Selection for funding of candidate projects begins with review and prioritization by the regional planning agency. Project applications are then forwarded to a statewide Transportation Enhancements Advisory Committee, comprised of representatives of groups, agencies and grassroots organizations. The Advisory Committee then recommends a statewide program of projects to PennDOT.

DVRPC is responsible for designing an application ranking process; for reviewing and ranking regional TE applications; and for recommending high priority projects for endorsement by the RTC, RCC and DVRPC Board. Madera explained available funding levels, the programming schedule, new program points, examples of TE projects in southeastern Pennsylvania, and eligible transportation enhancement activities. These eligible activities include provision of facilities, as well as safety and educational activities for pedestrians and bicycles; scenic or historic highway programs; landscaping and other scenic beautification; rehabilitation and operation of historic transportation buildings; preservation of abandoned railroad corridors; control and removal of outdoor advertising; archeological planning; reduction of vehicle-caused wildlife mortality; and establishment of transportation museums. DVRPC recently held meetings to inform the public about the parameters of the TE program.

## **FY 2000 WORK PROGRAM DEVELOPMENT:**

Michael Gatti, DVRPC's Work Program Coordinator, announced that review is currently ongoing for mandated continuing projects. The Board Chair has suggested that a budget be set for these continuing projects. The Work Program Committee of the Board voted on which new projects should be adopted; approximately 25 new projects are still on the list. Some of the top new projects include the Year 2025 Transportation and Land Use Plan (\$175,000); the Route 130 Corridor (\$80,000); Landside Access - Tioga (\$40,000); I-95 Reconstruction (\$100,000); Route 41 (\$60,000); US 202, Section 100 (\$50,000); Analysis of Truck Movements (\$75,000); Bicycle Coordinator for the Region (\$50,000); and South Jersey Light Rail Design Assistance (\$100,000).

Gatti explained that comprehensive planning was not addressed; he stated that he will provide a full list of projects once it is available. The FY 2000 Work Program will total about \$5 million. A 30-day review period will take place in December, and the Board will vote on adoption in late January.

## **SUBCOMMITTEE REPORTS:**

Ernest Cohen reported that the Year 2020 Task Force is reviewing the Year 2025 Plan concept.

Cathy Zukoski stated that the Legislative Subcommittee needs volunteers. She explained that pending bills in place before the election will die if they are not reintroduced.

Bill Rafsky announced that the DVRPC Housing Committee met to hear remarks by the Chairman of the Regional Housing Activity Program. The committee is urging the Board to give the highest priority in the Work Program to an affordable housing location index.

Dennis Winters announced that he will determine a date and time for an Environmental Subcommittee meeting.