

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
NOVEMBER 16, 2004**

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of October 19, 2004 were approved with a clarification noted by Roxane Shinn. She asked that page 2, under "Discussion", be reworded to state: *The RCC discussed the issues of stormwater run-off and the practice of the departments of transportation of segmenting projects to use categorical exclusions to avoid environmental issues. Roxane Shinn pointed out that an increase in impervious surfaces increases the impact of stormwater run-off.*

**CHAIRMAN'S REPORT:**

Dennis Winters, RCC Chair, asked Lorraine Brill to provide an RTC report, in the absence of Warren Strumpfer. RCC members voiced their concern regarding Mr. Strumpfer's health. Mr. Winters also announced that a special December 15<sup>th</sup> RCC meeting will be held to view the DVD, *The End of Suburbia*. The Environmental Justice Task Force and staff will be invited to this meeting as well.

**REPORT OF THE NOMINATING COMMITTEE:**

The report of the Nominating Committee, as submitted by John Nawn, Nominating Committee Chair, is attached. After a call for nominations from the floor, with none being proposed, Dennis Winters was unanimously elected RCC Chair for Calendar Year 2005.

**TIP ACTION PA05-05A: PA 309, ITS INTEGRATION (MPMS #69799 NEW PROPOSED PROJECT), MONTGOMERY COUNTY:**

John Pawson, Transportation Subcommittee member, reported in the absence of Mr. Strumpfer, that PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project to the TIP, the PA Route 309 ITS Integration project (MPMS #69799). This project would provide for the installation of ITS elements (conduit, junction boxes, and fiber optics) for the full length of the Route 309 Reconstruction project between Cheltenham Avenue and PA Route 63 in Montgomery County. In addition, ITS infrastructure components would be installed along the Pennsylvania Turnpike between the 309 Fort Washington Interchange and the Plymouth Meeting/Blue Route/I-476 Interchange of the Turnpike in order to better coordinate activity on the two facilities and tie the system into PENNDOT's central Control Center in King of Prussia.

Some ITS costs were originally built into the various sections of the Route 309 project, but mostly for conduit and junction boxes. At this time the request is to add a \$400,000 utility phase in FY05 for the preliminary work required for the installation of fiber optic lines on the PECO poles along Route 309. Construction in Later Fiscal Years is estimated at \$13.5 million.

*Discussion: The RCC discussed whether fiber optics were being used and what the context of this project is in relation to other approved ITS projects. Members voiced their concern that the entire project should be shown, not just one segment of it. No specific years are designated in the TIP for this project as follow-up to the work being done now. Members were also concerned that the work being done now might prove to be obsolete by the time additional work is programmed. Dennis Winters will express the committee's concerns to the Board.*

(NOTE: Upon checking, Elizabeth Schoonmaker, DVRPC TIP Manager, reports that the Utility Phase funding for the "ready work" is for the agreement with PECO to be executed and necessary pole modifications (by PECO forces) to accommodate the hanging of the fiber optic conduit. These modifications include moving of existing lines and the installation of brackets and conduit. The limits of this work are from the English Village Shopping Center to Five Points in Montgomeryville on PA Route 309. The foundations, conduit and guide rail for the ITS elements along Sections 100, 101, 102 and 103 will be installed as part of the roadway construction projects. Sections 100, 101 and 102 refer to the three sections of roadway for the Route 309 Reconstruction Project (MPMS #'s 16476, 16477, 16479). Section 103 refers to the section which includes the PA Turnpike Interchange at Fort Washington (MPMS # 64275). The Section 104 project (Route 309 ITS Integration (MPMS # 69799) will install the necessary support structures, VMS signs, CCTV cameras, incident detection equipment, communications and power connections for all four sections of the project. In addition, all elements will be tested and put into operation as part of Section 104.)

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Creighton Rabs) to recommend that the DVRPC Board approve TIP Action PA05-05a, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the PA Route 309 ITS Integration project (MPMS #69799) with a \$400,000 utility phase in FY05, acknowledging a \$13.5 million construction phase in Later Fiscal Years.

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

**TIP ACTION PA05-05B: PA 332 JACKSONVILLE RD. (MPMS #13578), BUCKS COUNTY:**

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by deleting a project from the TIP, the PA Route 332 Jacksonville Road at Street Road project (MPMS #13578). This project scope was to improve traffic signals and widen the intersection with turn lanes. A developer for a retirement community at the intersection has completed some improvements through a Highway Occupancy Permit (HOP). The signal was upgraded and center turn lanes were added to both the north and southbound legs of Jacksonville Road. PENNDOT's Traffic Control Unit performed some level of service analysis to determine expected improvements from the balance of the TIP project work which would entail adding a through lane to Street Road at the intersection. The analysis determined that improvements would be marginal and PENNDOT is therefore recommending that the project be dropped given the cost to construct the through lane. Currently the project is programmed with \$2.4 million federal STU funds and \$600,000 state match in FY06.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Pat Horrocks) to recommend that the DVRPC Board approve TIP Action PA05-05b, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by deleting a project from the TIP, the PA Route 332 Jacksonville Road at Street Road project (MPMS #13578, \$2.4 million STU/\$600,000 state match in FY06.)

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

**TIP ACTION PA05-06: SECTION 5311 CAPITAL ASSISTANCE, CAPITAL TRAILWAYS AT NORRISTOWN TRANSPORTATION CENTER (MPMS #48182), MONTGOMERY COUNTY:**

Montgomery County has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP and programming funds for the Federal Transit Administration's Section 5311 Program (formerly Section 18) which would provide funds for the construction of an intercity bus terminal at the Norristown Transportation Center garage which is being constructed by SEPTA. The intercity bus terminal would be programmed in FY05 for engineering (\$75,000) and FY06 for construction (\$331,000) using a total of \$325,000 Section 5311 funds/\$41,000 State Public Transit funds/\$40,000 Local match provided by Montgomery County. 5 Bus berths, a ticket office, and an ADA compliant restroom would be included in the project. This project was recently reviewed by this committee and added to the FY04 TIP but funds were never authorized and the project must be added to the current TIP in order to advance.

State Public Transit funds have replaced the cash contribution of Capital Trailways who has since agreed to a 29 year lease. Construction will not get underway until SEPTA completes its portion of the project (the garage) approximately 15 months from now.

Participation in the program by private for-profit enterprises is encouraged.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Creighton Rabs) to recommend that the DVRPC Board approve TIP Action PA05-06, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP and programming funds for the Federal Transit Administration's Section 5311 Program accordingly: \$325,000 FTA Section 5311 funds/\$41,000 State public transit funds/\$40,000 local match.

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

**FY 2006 SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM (SRHPP) AND TRANSIT SUPPORT PROGRAM (TSP):**

Mr. Pawson explained that each year chapters three and four of the DVRPC Planning Work Program are the Supportive Regional Highway Planning Program and the Transit Support Program (TSP), respectively. The program basically rebates funds to the member governments to support staff efforts to work with DVRPC and for other planning work. The budgets have not changed from FY 2005. In New Jersey, in addition to the core Work Program budget, participants in the programs have a reserved pool of funds for both programs which they draw on for a one-time special study. Proposals for special studies are considered separately. In Pennsylvania, special studies are only funded under TSP. The core programs for consideration are mostly updated from the FY 05 Work Program; changes generally are only word-smithing. A chart was provided showing the budgets for each program, as well as the budgets for the proposed special studies. Special studies work programs have not yet been approved by the RTC's PA and NJ Subcommittees. The action to be taken is part of the approval of the release of the Draft FY 2006 Planning Work Program.

Discussion: The RCC discussed the fact that the core program would remain as is, while the special studies will be considered by the RTC's PA and NJ Subcommittees. Each state has four projects for consideration. Members voiced their concerns that the special studies would be approved without the RCC's input.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Lorraine Brill) to recommend that the DVRPC Board approve the core Work Program as presented and remand back to the RTC's PA and NJ Subcommittees the responsibility for approving special studies.

**AMENDMENT** (by Creighton Rabs, seconded by John Boyle) to ask that the selection of special studies be reported back to the RCC after the subcommittees have met and made this determination.

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

**TIP REBUTTAL:**

The RCC's Transportation Subcommittee has been working on a Rebuttal to the responses provided by agencies as a result of RCC comments regarding the FY 2006 Transportation Improvement Program (TIP) for PA and NJ. Creighton Rabs questioned the statement made by SEPTA about its hybrid bus fleet. Following one change on page 5, as reflected in the enclosed TIP Rebuttal, the RCC felt that the document reflected its thinking.

***ACTION TAKEN BY COMMITTEE:***

**MOTION** (by John Pawson, seconded by Lorraine Brill) to recommend that the TIP Rebuttal, dated November, 2004, be passed on to DVRPC staff for transmittal to the appropriate agencies for a response. (See separate document.)

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

**ADOPTION OF THE 8-HOUR TRANSPORTATION CONFORMITY FINDING ON THE DVRPC FY 2005 TIP AND HORIZONS, THE YEAR 2025 LONG-RANGE PLAN:**

Jienki Synn, DVRPC Senior Transportation Planner, reported that transportation conformity is a process to ensure that transportation plans and programs receiving federal funding are consistent with applicable state air quality goals. It applies to projects funded or approved by the Federal Highway Administration or the Federal Transit Administration in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide (CO), particulate matter, lead, or sulfur dioxides. The United States Department of Transportation (US DOT) cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the Clean Air Act Amendments requirements governing all current National Ambient Air Quality Standards (NAAQS) for transportation conformity. Current NAAQS governing the nine-county DVRPC planning area include those for 1-hour ozone and CO.

DVRPC has already demonstrated transportation conformity of the FY 2005 TIP and the *Horizons* 2025 Long Range Plan under current NAAQS as certified by Board Resolution B-FY04-009 on June 24, 2004.

This past summer, the United States Environmental Protection Agency finalized ground-level ozone designations under the new 8-hour NAAQS, the US DOT conformity approval of which is required by June 15, 2005. Complying with the new regulatory requirements, transportation conformity of the DVRPC FY 2005 TIP and the *Horizons 2025 Long Range Plan* must now include the imminent 8-hour ozone NAAQS. Staff has completed necessary technical analysis and has prepared an updated conformity document covering all current and imminent NAAQS requirements. DVRPC held a 30-day public comment period from November 4, 2004, to December 3, 2004, during which one public meeting was also held. Staff has reviewed, responded, and documented in the updated conformity document all comments received during the public comment period.

*Discussion: RCC members debated the value of most of the elements of the modeling process being set by the federal and state governments. Reaching air quality goals is a concern of the committee. Larry Shaeffer noted that the modeling of highway projects is disingenuous. He believes that because the analysis is air-basin-wide, it doesn't show local impacts. Dennis Winters stated that he would like the state(s) to come in to explain how the budget is determined, as well as DVRPC's staff to explain the inputs. Bill Marston declared that he would like to see DVRPC create a clearer standard, based on human wellness.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Creighton Rabs, seconded by Lorraine Brill) to recommend that the DVRPC Board adopt the updated conformity finding of the FY 2005 TIP and of *Horizons*, the Year 2025 Long-Range Plan, contingent upon final public comments, and under all current and imminent NAAQS by approving Resolution B-FY05-003.

**AMENDMENT** (by John Pawson, seconded by John Boyle) to voice the RCC's strong concerns about the conformity concept itself, as imposed by the federal and state governments.

**MOTION CARRIED, AS AMENDED.** (See Item F on voting record.)

**YEAR 2030 MUNICIPAL EMPLOYMENT FORECASTS:**

Kevin Adams, DVRPC Regional Information Analyst, stated that DVRPC prepares and utilizes long-range population and employment forecasts as essential elements in all transportation and regional planning analysis, including area corridor studies, air quality modeling, and the long-range plan. Municipal population forecasts for the year 2025 were last updated and adopted by the DVRPC Board in February 2002. Municipal employment forecasts to the year 2025 were also adopted in 2002, but were last revised in 1999. Federal regulations under TEA-21 require that the MPO maintain a 20-

year planning horizon for all transportation planning activities, thus it is important that the forecasts be revisited and extended to 2030.

The release of the U.S. Census Transportation Planning Package (CTTP) in 2003 with year 2000 municipal employment data presents an opportunity to review and revise the employment forecasts to assure that the most current and accurate data is used as the basis for the forecasts. Working with each member county planning staff, the municipal and county data for 2000 was reviewed and county forecasts were revised and extended to 2030, utilizing the year 2000 Census data as the new baseline year. These new county employment forecasts were adopted by the DVRPC Board in July 2004 and formed the control values for the revised municipal employment forecasts presented here.

Municipal forecasts were derived by examining previously developed rates of growth, employment trends between 1990 and 2000, land use trends between 1990 and 2000, new or pending infrastructure and access improvements, state and county land use plans, current development proposals, and municipal and county growth management policies. DVRPC developed the preliminary forecasts, which were then reviewed and revised by county planners.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Creighton Rabs, seconded by John Boyle) to recommend that the DVRPC Board approve the year 2030 municipal employment forecasts as recommended and utilize these values for all ongoing planning work at DVRPC.

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

**AVIATION SECURITY ASSESSMENT AND COUNTERMEASURE STUDY:**

Roger Moog, DVRPC Manager, Office of Aviation Planning, noted the issue of security at suburban general aviation airports. One of the roles of the Homeland Security Department and the Transportation Security Administration is to secure these airports, along with the larger international facilities. After three years of study (following 9/11/01) guidelines have been released.

In spite of concerns that this might result in an unfunded mandate, the Federal Aviation Administration (FAA) and PennDOT have provided a grant to examine the region's small airports to determine the type of counter-measures that could be enacted without additional funding.

DVRPC contracted with a security firm (CTI of Bethesda, MD) to lead this study. An average of 40 - 50,000 operations per year is the average at the region's smaller airports. One consideration was whether the smaller airports presented a liability to the

community in which they reside and to the region as a whole. Twenty-two airports were examined (including one in Harrisburg) and slotted into one of four risk categories. Counter-measures were then defined to make the airports safer. Foremost among the recommendations were better communications and awareness strategies. High risk airports were designated for capital-intensive suggestions such as perimeter security.

**SUBCOMMITTEE REPORTS:**

***Transportation Subcommittee:*** John Pawson outlined comments made by Richard Stoolman, Director of Capital Plans and Programs, NJ Transit, noting that it was one of the best presentations he had heard from a transit agency. Copies of Mr. Stoolman's slides will be available at the next regular RCC meeting.

***25-Year Task Force:*** The 25-Year Task Force is slated to meet with DVRPC staff to learn more about *Destination: 2030*, the Long-Range Plan.

**MOTION TO RESCIND FY 2005 WORK PROGRAM AMENDMENT: CRAMER HILL/PENNSAUKEN WATERFRONT ACCESS:**

The RCC discussed the proposal, submitted last month by Roxane Shinn, to rescind the committee's approval of the Cramer Hill/Pennsauken Waterfront Access Study Work Program Amendment.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Lorraine Brill, seconded by Kay McKenna) to recommend that the RCC reconsider the Cramer Hill/Pennsauken Waterfront Access Study Work Program Amendment.

***MOTION CARRIED.***

Members of the committee felt that numbers 3 and 4 of the proposed recommendation should be eliminated. Ms. Shinn accepted this change to her recommendation.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Roxane Shinn, seconded by Ajay Creshkoff) to state to the DVRPC Board that the RCC is rescinding its approval of the Cramer Hill/Pennsauken Waterfront Access Study Work Program Amendment, based upon the rationale presented in the attached document.

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