

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
NOVEMBER 21, 2000**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of October 17, 2000 were approved as mailed.

CHAIR'S REPORT:

Sue McNamara, RCC Chair, read a prepared statement which is attached.

RCC members Finley Shapiro, Bob Machler, Don Nigro, Ernest Cohen and Cathy Zukoski volunteered to serve on the nominating committee; Cathy Zukoski will chair the committee. The RCC voted to move the election of the Chair to the January RCC meeting. Anyone interested in running for the position of RCC Chair should contact Ms. Zukoski at 215-763-8768.

Darlene Messina updated the RCC on the progress of the Job Access Review group. The group met on November 15th with DVRPC staff and SEPTA. The meeting was primarily used as a review session. The group believes the Job Access program has taken on new importance with the DVRPC Board because of their work in certifying agencies for funding. There will be another meeting in December and the RCC will be updated in January.

RCC GUEST: BILL SCHAFER, NORFOLK SOUTHERN:

Bill Schafer, Director of Corporate Affairs for Norfolk Southern, attended the RCC meeting to address questions raised by the Transportation Subcommittee about a Norfolk Southern letter outlining views on the Schuylkill Valley Metro (SVM). Schafer noted that while there is some support for an early start for the SVM, Norfolk Southern really has no part in deciding if or how that process will work. Schafer told the RCC that the Norfolk Southern corridor between Norristown and Reading is the only usable and exclusive freight right-of-way in the area. While the company understands that the sharing of rail occurs in other parts of the country, Norfolk Southern feels that it has had no experience with commuter rail and is wary of relinquishing any of its freight right-of-way. Norfolk Southern believes that passenger service belongs on a separate corridor. John Pawson questioned the possibility of investing in track infrastructure for the purpose of adding capacity and sharing right-of-way, particularly in relation to the SVM. Schafer noted that it probably could be done but that SEPTA has not requested it at this time.

Schafer reminded RCC members that this exclusive corridor is as rare as waterfront property and right-of-way acquisition would be very expensive. Schafer restated that freight rail is his company's main priority and noted that Norfolk Southern has worked on initiatives to preserve freight capacity in areas where they do not have ownership.

TIP AMENDMENT PA0103:

Lorraine Brill, who had served as Acting Chair of the Transportation Subcommittee, explained TIP Amendment PA0103, in which PennDOT seeks to add three projects to the TIP for On-Road Bicycle Mobility Improvements totaling \$1.263 million:

- ▶ The projects include: Old Baltimore Pike Bikeway (between Prospect Ave, and Gap-Newport Pike) in Chester County; Bicyclists Baltimore Pike (an east west route consisting of S.R. 3003, Brookhaven Rd., Yale Ave., S.R. 2025, S.R. 452, S.R. 2010, S.R. 2005, Baily Road, S.R. 2001, and Longacre Blvd); and Susquehanna Road Bikeway Improvements between Huntingdon Road and Ft. Washington Ave. All projects may include: shoulder delineation, widening and reconstruction; installation of bike lanes and warning signage; replacement of drainage grates; replacement of open swales contiguous to roadway shoulders with subsurface drainage systems.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Claudia Crane) to recommend that the Board approve TIP Amendment PA0103, DVRPC's request to add the following three bicycle projects to the TIP: Old Baltimore Pike Bikeway in Chester County; Bicyclists Baltimore Pike in Delaware County; and Susquehanna Road Bikeway Improvements in Montgomery County. However, the RCC asks that lighting for increased bicycle commuter safety be considered, especially for Susquehanna Road, a road traveled by many bicycle dependent, low-income workers.

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

TIP AMENDMENT PA0104:

Ms. Brill explained that TIP Amendment PA0104, a request from PennDOT, seeks to add six projects to the FY 2001-2004 TIP.

- ▶ Three of the projects are carrying over from the previous TIP:
 - Bucks County, SR 2006, New Falls Bridge Rehab for \$2.3 million;
 - Chester County, SR 0029, Phoenixville Pike Bridge for \$1.26 Million;
 - Montgomery County, SR 76,(ITS) I-76: I-476 to US 1 for \$300,000.
- ▶ The other three projects include:

- Montgomery County, SR 9900, Sanatoga Road Bridge Replacement for \$395,000 for construction approval adding a retaining wall, safety barrier and sidewalk;
- Chester County, SR 30, US 30/Lancaster Pike for \$5.1 million for additional costs for increased pavement reconstruction in the project, the replacement of a sanitary sewer force main and gravity mains in Easttown, boring three utilities under an existing structure over Darby Creek, and keeping at least one lane of traffic open during construction;
- Delaware County, SR 291, Industrial Highway for \$2.1 million for the extensive relocation of utility lines to accommodate proposed reconstruction.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Don Nigro) to recommend that the Board approve TIP Amendment PA0104, PennDOT's request to make six adjustments to the TIP, including: adding the construction phase of the New Falls Road Bridge Rehabilitation project; adding the construction phase of the Sanatoga Road Bridge Replacement project; increasing the cost of the construction phase of the US 30/Lancaster Pike Reconstruction project; adding a utility phase to the PA 291, Industrial Highway project; adding the construction phase of the Phoenixville Pike Bridge project; and adding the preliminary engineering phase of the I-76 ITS project.

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

TIP AMENDMENT PA0106:

Ms. Brill explained TIP Amendment PA0106, a PennDOT request concerning the Exton Bypass right-of-way. As a result of a court issue, PennDOT owes an additional \$11 million to a landowner for right-of-way costs. The sum must be paid by December 29th.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Don Nigro) to recommend that the Board approve TIP Amendment PA0106, PennDOT's request to add the Exton Bypass Right-of-Way phase to provide funds for payment of a claim settlement.

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

DRAFT DVRPC FY 2002 PLANNING WORK PROGRAM:

Ben Ginsburg, DVRPC Senior Regional Planner, updated the RCC on Draft DVRPC FY 2002 Work Program activities. On November 3, the Work Program Committee met to prioritize 50 projects submitted for review. The committee is now in the process of developing budgets and scopes of work. The Draft Work Program will be presented at the December 1 Board Retreat and will go to the Board for adoption on January 25, 2001. The RCC will receive a mailing about the Draft Work Program after December 1.

Sue McNamara noted that it seemed like there was more time for input in past years and that she is concerned that the RCC's projects are not given the same consideration as those submitted by other groups and committees. Patrick Starr believes the process was slanted against the RCC's past submissions and there is a need for more continuity in the process from year to year.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Sue McNamara) to recommend that the Board revise the Work Program process to provide more continuity, to give equal consideration to projects submitted by all committees and to focus the selection on projects that are regional in scope. Also, the RCC voices its support of the East Coast Greenway Project and resubmits it for inclusion in the Work Program.

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

EAST COAST GREENWAY:

Ken Edmonds, Mid-Atlantic Coordinator of the East Coast Greenway Alliance, stated that the alliance was formed to develop awareness of the need to connect existing trails between cities along a 2600 mile East Coast corridor. He gave a slide presentation on the progress of the East Coast Greenway and asked the RCC for its support of the project.

Edmonds stated that this project is designed to form a multi-modal spine within an existing network of roads, paths, and parks. Eighty percent of the trail is off road. The greenway will be linked to rail service and air service to attract travelers from the U.S. and around the globe. Amtrak has agreed to add bicycle storage to trains on the I-95 corridor to accommodate these travellers. There are several airports under consideration as airport hubs, including Philadelphia International. Edmonds noted that WILMAPCO, the MPO for Delaware, has added the project to its long-range plan.

DRAFT BICYCLE PLAN:

John Madera, DVRPC Senior Transportation Planner, provided several copies of the Draft Bicycle Plan and asked that RCC volunteers review it for him and provide feedback.

2025 TRANSPORTATION PLAN:

Ron Roggenburk, DVRPC Manager of Air Quality Planning, updated the RCC on the Year 2025 Transportation Plan. Roggenburk reviewed the vision statement, maps and draft projects supplied at the October 17th RCC meeting. The next step in the process is a conformity analysis of the projects to verify that emissions associated with each project fit within the constraints placed on the region. Prior to publication of the Draft Plan, financial constraints will be tested as well. In January, the Plan will go through DVRPC's committee structure for final review before going to the Board. The completed Plan should be available in March, 2001.

Lorraine Brill asked whether projects affecting core cities, like the Blue Line 21st Street Station project, were still in the works. She suggested that project B21 (Woodhaven Road), slated for construction from 2006-2013, should be moved to 2002-2005 to stay within the constraints of the EIS. Lorraine stated that B23 (NE Rapid Transit) will have a study done in January and should move to the EIS and preliminary engineering phase immediately with construction moved up to 2002-2005. John Pawson asked why costs are not supplied by project and function. Ron Roggenburk noted that costs will be provided in January by project type. John Pawson's supplementary typed comments were provided to Roggenburk as well for review.

SUBCOMMITTEE REPORTS:

RULES - Pat Horrocks had no report.

TRANSPORTATION - All issues were addressed in the subcommittee minutes.

ENVIRONMENTAL/LEGISLATIVE - Cathy Zukoski reported that the subcommittee had studied federal guidelines and verified that CMAQ funds can be used for signalization projects.

2025 - Ernest Cohen pointed out an interesting article that appeared in December's *Scientific American* on "Smart Growth" and asked that it be distributed to the RCC with the next mailing.

OTHER BUSINESS:

RCC members asked that a presentation by area Transportation Management Associations (TMA's) be set up for the January RCC meeting to examine how intermodal connections are being made.