

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MARCH 19, 2002**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of February 19, 2002 were approved as mailed.

CHAIRMAN'S REPORT:

Patrick Starr reviewed the actions taken by the DVRPC Board on February 28, pointing out that the Board listened to the RCC's comments regarding Transportation Enhancements. DVRPC staff will seriously consider the RCC's request that the committee be a significant factor in the future in the voting formula that determines the final TE scoring. Mr. Starr felt that the committee will need to stay on top of this issue.

Mr. Starr noted that he is working with a number of agencies to put together a Land Use and Transportation Conference to be held June 3, 2002 and will forward more information about this as it becomes available.

He also stated that he will not be present for the March 28, 2002 Board meeting and asked that Lorraine Brill or Dennis Winters represent the RCC at that meeting. Mr. Winters will take Mr. Starr's place on March 28th.

TIP ACTION PA0161A (SEPTA):

Dennis Winters, RCC Transportation Subcommittee Chair, reported that SEPTA has requested that DVRPC amend the FY 2001-2004 PA TIP by adding a new project in FY02. This project will provide for the completion of SEPTA's Control Center Centralization Program. SEPTA's surface, subway/lightail and regional rail control centers are located on the 19th floor of SEPTA's headquarters at 1234 Market Street. The objective of this project is to relocate, within the 19th floor control center complex, these individual control centers into a logical floor configuration to improve operations. This project will also include the construction of a communications and computer room with integrated communications capability, standardization and upgrading of equipment and reporting systems, and make ready construction for future tie-ins of planned communications and traffic control projects, such as audio/visual public address systems, closed circuit TV systems and automatic vehicle locator systems. The request is to add this project to the TIP using \$3 million federal 5307 in FY02 combined with \$667,000 State T-Bond funds and a \$333,000 local match, totaling \$4 million in FY 02.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Ajay Creshkoff) to recommend that the DVRPC Board approve TIP Action PA0161A, SEPTA's request to add \$4 million to the PA TIP in FY 2002 for the Control Center Centralization Program.

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

TIP ACTION PA0161B (SEPTA):

SEPTA has requested that DVRPC amend the FY 2001-2004 PA TIP by adding a new project in FY02. This project provides for the installation of automatic vehicle locator devices, using Global Positioning Satellite technology, on SEPTA's Paratransit vehicles. The system does not currently have the efficient capability to locate vehicles that are misdirected, stuck in traffic or have broken down, which impacts service efficiency and reliability for SEPTA customers. The vehicle locator devices will interface with the existing system and will improve operations by transmitting the exact location of in-service Paratransit vehicles. This will provide real-time information to the control center for quick response to any service disruption.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Sally Cheyne) to recommend that the DVRPC Board approve TIP Action PA0161B, SEPTA's request to program \$2.066 million in FY 2002 for the installation of automatic vehicle locator devices.

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

TIP ACTION PA0161C (SEPTA):

SEPTA has requested that DVRPC modify the FY 2001-2004 PA TIP by increasing the FY02 capital phase by \$18.750 million (\$15 million Section 5309/\$3.125 million T-STA Bond/\$625,000 Local Match). This project provides for the acquisition of 100 new commuter rail cars for SEPTA Railroad Division service. These new electric multiple-unit (EMU) cars will serve to replace the existing Silverliner II and III rail cars, which are currently 34 to 38 years old and will provide additional cars to supplement the Railroad Division car fleet in response to current and projected ridership increases. Vehicles acquired through this project will incorporate the new passenger car strength and safety requirements of the US Federal Railroad Administration while incorporating recent technology and proven components, along with enhanced passenger amenities, to ensure overall safety, security and passenger comfort. All vehicles will fully comply with Americans with Disabilities Act (ADA) requirements, as well as federal and state regulations regarding safety features and systems.

The increase will allow for initial progress payments to the contractor for specific milestones in the contract.

Discussion focused on the lack of information available to justify spending \$300 million. The RCC felt that full disclosure by SEPTA is necessary. John Pawson pointed out that the suggestions cited at the subcommittee meeting promotes a cheaper and safer alternative. John Nawn questioned this rationale.

The subcommittee recommends that the RCC adopt the resolution which follows in the action taken below.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board review the following resolution:

The RCC believes that the DVRPC Board should not act on TIP Action PA0161C and should call for a pause in the Silverliner V funding process while the following factors are properly studied and while SEPTA publishes plans and holds public hearings. The RCC opposes an increase in funding for SEPTA's proposed Silverliner V commuter cars (S096). No car design has ever been published; yet we are asked to support more funds for it.

According to a "leaked" description, the design, while containing some improvements, would generally repeat anachronistic features. A striking new shortcoming is insufficient front-end protection (no interior bulkhead). We are also critical of the continued use of some 3+2 seating and the lack of restrooms. The latest industry designs are superior to SEPTA's in these and other features. The advantages of adopting more contemporary technology have been clearly demonstrated recently from Miami to Seattle. This technology includes the push-pull train type and bilevel or trilevel car type, for which standard designs exist. They offer (1) greater capital efficiency; (2) better passenger protection from collision; (3) more space per passenger, including provision of wide 2+2 seats and a wide aisle; and (4) contemporary amenities needed for longer distance travel such as ADA-compliant restrooms. This rail system should properly be extended to unserved parts of the SEPTA region and beyond. These features are essential for attracting passengers from overcrowded highways.

In addition, the RCC notes that no information is available on frequency but encourages SEPTA to purchase dual frequency trains at 25 and 60 hertz, considering the new technology that is available.

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

TIP ACTION PA0161D (SEPTA):

SEPTA has requested that DVRPC amend the FY 2001-2004 PA TIP by adding a new project to the TIP. The underground Storage Tank Removal/Modification Project is designed to bring SEPTA's underground storage tanks into compliance with Environmental Protection Agency regulations governing underground storage tank installation and their associated piping. These regulations concern leak control and spill control. Two locations will be addressed under this project in FY02: the removal and disposal of tanks located on the right of way along the R7 Chestnut Hill East Regional Rail Line and the removal and disposal of tanks at the Route 100 Bryn Mawr Station. The request is for a total of \$625,000 (\$500,000 Federal 5307/\$104,000 T-Bond/\$21,000 Local Match) in FY02.

Discussion centered on whether the cost of remediation is included in this project estimate. DVRPC staff clarified that remediation has been included in the project budget, if this step becomes necessary.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action PA0161D, SEPTA's request to program \$625,000 in FY 2002 for the Storage Tank Removal/Modification Project.

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

TIP ACTION PA0161E (SEPTA):

SEPTA has requested that DVRPC amend the FY 2001-2004 PA TIP by adding a new project to the TIP. On behalf of Bucks County, SEPTA is including this \$124,000 earmark (\$99,000 DEMO/\$25,000 local match) for the Bucks County Transportation Management Association for the purchase of four vehicles and associated capital costs for shuttle operations managed by the TMA.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action PA0161E, SEPTA's request to program a \$124,000 earmark for the Bucks County Transportation Management Association for vehicle purchase in FY 2002.

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

TIP ACTION PA0162A (DELAWARE COUNTY):

Delaware County has requested that DVRPC amend the FY 2001-2004 PA TIP by adding a new project in FY02. The City of Chester has obtained an earmark award of \$500,000 Transportation and Community System Preservation Program(TCSP) funds for streetscape improvements and enhancements in support of a brownfield redevelopment project along the Delaware River Waterfront between Highland Avenue and Flower Street. Funding would be programmed for a \$50,000 FY02 Engineering Phase, and a \$450,000 Construction Phase, totaling a half million dollars. The subcommittee noted that this project links to the East Coast Greenway.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Miles Day) to recommend that the DVRPC Board approve TIP Action PA0162A, Delaware County's request to program \$50,000 for engineering in FY02 and \$450,000 for construction in FY02 for streetscape improvements and enhancements in support of a brownfield redevelopment project along the Delaware River Waterfront in the City of Chester.

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

TIP ACTION PA0162B (DELAWARE COUNTY):

Delaware County has requested that DVRPC amend the FY 2001-2004 PA TIP by adding a new project in FY02. The City of Chester has obtained an earmark award of \$350,000 National Corridor Planning and Development Program funds for streetscape improvements and enhancements along Exit 6 of I-95. The City of Chester would provide a local match totaling \$87,500. Funding would be programmed with \$43,750 for engineering in FY02 (\$35,000 DEMO/\$8,750 local) and \$393,750 for construction in FY02 (\$315,000 DEMO)/\$78,750 local) for a total project cost of \$437,500.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Miles Day) to recommend that the DVRPC Board approve TIP Action PA0162B, Delaware County's request to program \$43,750 for engineering in FY 2002 and \$393,750 for construction in FY 2002 for streetscape improvements and enhancements along Exit 6 of I-95 in

the City of Chester.

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

TIP ACTION PA0163A (MONTGOMERY COUNTY):

PennDOT has requested that DVRPC modify the FY 2001-2004 PA TIP by increasing the FY02 final design phase for the Route 309, Section 100 Reconstruction by \$5.1 million. Additional tasks required to complete the phase include environmental mitigation, utility coordination, design for a temporary railroad structure, and construction management of the project. PennDOT proposes to shift \$2.6 million DEMO from the FY03 construction phase of this project into the FY02 final design phase, combined with \$2.6 million DEMO from Route 309's Section 102.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Don Augustine) to recommend that the DVRPC Board approve TIP Action PA0163A, PennDOT's request for Montgomery County to increase the final design phase for the Route 309, Section 100 Reconstruction by \$5.1 million.

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

TIP ACTION PA 0163B (PHILADELPHIA):

PennDOT has requested that DVRPC modify the FY 2001-2004 TIP for PA by increasing the FY02 construction phase for the I-95 International Airport Ramp Revision project by \$8.45 million. \$8 million dollars of the increase will fund pavement patching and overlay of the section of I-95 in the area of the airport. Currently, the existing pavement is seriously cracked and potholed, and the repair will extend the service life by 8-10 years. The remaining \$450,000 increase is for materials and work on paving, curbs and signals along the project detour.

The subcommittee recommends that the RCC approve this action.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Don Augustine) to recommend that the DVRPC Board approve TIP Action PA0163B, PennDOT's request for the City of Philadelphia to add \$8.45 million to the FY02 construction phase for the I-95 International Airport Ramp Revision project.

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

WORK PROGRAM AMENDMENT: PORT INLAND DISTRIBUTION NETWORK STUDY:

Ted Dahlburg, DVRPC Manager for Freight Planning, stated that he is seeking action to amend the FY 2002 DVRPC Work Program for the Port Inland Distribution Network Study (PIDN). This study is one of the strategies identified to address cargo increases in the Pennsylvania/New Jersey/New York ports.

Total container volumes handled at port facilities in Northern New Jersey and New York rank second highest nationally and are projected to double by the year 2010. Coupled with diminishing land availability and the increasing use of larger, mega-ships, the port is confronted with significant landside and transportation infrastructure challenges. One of the strategies identified by the Port Authority of New York and New Jersey to accommodate future projected volumes of containers is a PIDN that would employ direct rail or barge connections for transporting some of the container traffic to satellite port facilities.

DVRPC staff has been requested by New Jersey DOT to manage a study which will investigate the feasibility and suitability of establishing a PIDN operation along the Delaware River in Southern New Jersey. DVRPC's primary role would be to establish a study steering committee among the key stakeholders and to select and guide a private consultant in performing the technical work. The study will consider PIDN impacts on overall truck VMT in the region, as well as evaluate PIDN development and brownfield remediation at six potential sites.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board amend the FY 2002 DVRPC Planning Work Program to include the Port Inland Distribution Network Study (PIDN). For the sake of regionalism and optimal solutions to larger issues, the RCC recommends that DVRPC consider including Pennsylvania and Delaware in this study as well.

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

THE INFORMATION HIGHWAY HITS THE ROAD:

Dr. Don Shanis, DVRPC Deputy Director of Transportation Planning, introduced a video that DVRPC has produced on Intelligent Transportation Systems (ITS) and then led a discussion on the issue. Dr. Shanis stressed the environmental friendliness of ITS, such as air quality, depending upon the applications used. He also noted that ITS puts

in place a mechanism for pricing and provides great safety and security benefits. It is applicable to transit as well as on highways, and provides the opportunity to share information and coordinate with other agencies.

Discussion included Sue Tancredi noting that ITS is usually funded with CMAQ funds, which she believes could spend down this pot of money. Other sources of funding should be found for these projects. Finley Shapiro stated that ITS relies on high-tech solutions when low-tech answers might work; he gave SEPTA's need to place bus schedules on bus shelters as an example.

1960 - 2000 HIGHWAY TRAFFIC TRENDS IN THE DELAWARE VALLEY REGION:

Joseph Hacker, DVRPC Senior Transportation Planner, explained that the former Penn Jersey Transportation Study conducted the first large scale travel data collection in the region in 1960. Since 1965, the year that DVRPC was established, the Commission has continued monitoring and analyzing travel patterns. Mr. Hacker presented the results of the latest traffic counting survey, conducted in 2000, and assessed travel trends by comparing the 2000 traffic volumes with those collected in 1960 and 1995. Traffic counts were gathered along two cordon lines (inner and outer), ten screen lines, and two turnpikes within the nine county area.

The ten regional screen lines recorded a total traffic volume of 3.3 million vehicles per day. Overall growth was spread evenly among the screen lines. In 2000 a little more than 2.5 million total vehicles per day crossed the inner cordon of the region. The inner cordon comprises approximately 1/3 of the region and acts as an indicator of sprawl. The outer cordon, defined by the perimeter of the nine county region, recorded nearly 1.38 million vehicles per day. Mr. Hacker also noted growth in traffic among the region's twelve bridges and on the two turnpikes. Copies of this report will be available at the next RCC meeting; the report will also be on the DVRPC website shortly (www.dvrpc.org).

Mr. Hacker stated that he is currently working on the Household Travel Survey as well as Traffic Trends and External Trip Surveys, and will return to the RCC in the near future to discuss those reports.

Discussion focused on the use of traffic trends in the conformity model and as core data in a number of planning studies. Dennis Winters questioned the EPA's Model 6 is being used by DVRPC.

Candace Snyder will check with Ron Roggenburk on this and on when the next conformity test will be run. Mr. Winters asked for a briefing at a Transportation or Environmental Subcommittee meeting on the raw data that goes into the model.

JOB ACCESS AND REVERSE COMMUTE COMPETITIVE GRANT PROGRAM:

Karen Cilurso, DVRPC Regional Planner, announced that SEPTA received an earmark

of \$6 million for the Job Access and Reverse Commute Competitive Grant Program (JARC); NJ Transit received an earmark of \$3 million. Thirteen letters of intent were received by DVRPC for this program. Only two of these applications were for new projects; all others are continuing projects. Staff has verified that all projects are qualified and meet the objectives of the Long-Range Plan. It is expected that only current projects will be funded. A special committee met to rank and prioritize projects for 2002 in Pennsylvania; New Jersey's projects have already been ranked for this year. Don Augustine served as the RCC representative on this committee. Ms. Cilurso stated that she will return in April with the final prioritized list.

SCHUYLKILL VALLEY METRO RESOLUTION:

The Transportation and Legislative/Environmental Subcommittees submitted the attached resolution for the RCC's consideration for the Schuylkill Valley Metro (SVM). Dennis Winters stated that the resolution is intended to further the current position that the RCC has taken on the SVM, and to be promoted by individuals and other organizations as well as submitted to the DVRPC Board for consideration. The subcommittees stated that they had reviewed DVRPC's official statement to SEPTA on the SVM and could live with this approach.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to recommend that the DVRPC Board consider the attached Schuylkill Valley Metro resolution as the RCC's statement to SEPTA.

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

SUBCOMMITTEE REPORTS:

Year 2025 Task Force: Ernest Cohen, task force chair, reported that the group was considering changing its name to the Emerging Issues Task Force. The RCC asked that the task force take this name under further consideration. Mr. Cohen also stated that he had made flyers available on The Natural Step Workshops that will be held in May and are targeted for municipal leaders.

OTHER BUSINESS:

Ajay Creshkoff noted that he had distributed a *Resolution on the Year 2025 Plan Linkages and Desired Goals/Outcomes*. Dennis Winters volunteered to rework the resolution so that important wording was closer to the beginning.

ACTION TAKEN BY COMMITTEE:

MOTION (by Ajay Creshkoff, seconded by Dennis Winters) to recommend that the DVRPC Board consider the attached *Resolution on the Year 2025 Plan Linkages and Desired Goals/Outcomes*.

MOTION CARRIED.

Sue Tancredi discussed the fact that two parking lots are going in the Disney Quest space and in the old I.Goldberg site. She stated that Daryl Clark has introduced a bill at the Rules Committee that would allow parking lots in residential neighborhoods. She encouraged members to send faxes to the website (www.hallwatch.org) opposing this action.