

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JANUARY 14, 2003**

APPROVAL OF MINUTES:

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

CHAIRMAN'S REPORT:

Dennis Winters, Chair, nominated Warren Strumpfer as the RTC representative for calendar year 2003 and the RTC's New Jersey Subcommittee representative, noting that he had been elected Chairman of the Transportation Subcommittee as well. Ernest Cohen offered to serve as RTC alternate and representative to the RTC PA Subcommittee. Mr. Winters then nominated Mr. Strumpfer as the New Jersey Vice Chair and asked for volunteers for the Pennsylvania Vice Chair. Lorraine Brill volunteered to serve as PA Vice Chair.

The RCC endorsed the RTC and Vice Chair appointments.

Mr. Winters also asked for volunteers to serve as RCC representatives to the Transportation and Community Development Initiative (TCDI) selection process. Warren Strumpfer will represent New Jersey and John Nawn will represent Pennsylvania.

The RCC also extended its thanks to Patrick Starr for his service to the committee over the past year.

TIP ACTION NJ03-01 (BURLINGTON COUNTY):

Warren Strumpfer, Transportation Subcommittee Chair, explained that Burlington County has requested that DVRPC amend the FY 2003-2005 TIP for NJ by adding a new project, 2003 Traffic Signal Improvements, to the TIP with a \$750,000 FY 2003 construction phase. The county has identified seven intersections that are in need of various improvements including new controllers, left turn arrows, safety and power equipment, pedestrian upgrades, and loop detectors. All plans, specifications design requirements, and bid documents are being prepared in-house, and the project will be compatible with the regional ITS architecture. The project would be funded by drawing down \$750,000 from the DVRPC Future Projects Line Item (DB #D026.) Financial constraint will be maintained by drawing down \$750,000 from the DVRPC Future Projects Line Item (DB #D026.)

The subcommittee recommends that the RCC approve TIP Action NJ03-01, adding a new

project, 2003 Traffic Signal Improvements, to the New Jersey TIP with a \$750,000 FY 2003 construction phase. The RCC should also ask that this project include loop detectors that can discern bicycles as well as optimized signal timing for pedestrians.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Harry Hyde) to recommend that the DVRPC Board approve TIP Action NJ03-01, adding a new project, 2003 Traffic Signal Improvements, to the New Jersey TIP with a \$750,000 FY 2003 construction phase. The RCC also requests that this project include loop detectors that can differentiate for bicycles as well as optimized signal timing that gives pedestrians the lead before the green signal for vehicles.

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

TIP ACTION PA03-07 (BUCKS COUNTY):

SEPTA has requested that DVRPC amend the FY 2003 TIP for PA (FY 2003-2006) by adding a project back into the TIP. The Woodbourne/Oxford Valley Mall Circulator was a project approved as part of DVRPC's previous competitive CMAQ program, and was awarded funds (\$232,000 CMAQ/\$58,000 Local) for one year of operating costs in the FY 2001 TIP. By making the service more cost effective SEPTA was able to provide 16 months of service with the initial award and is requesting an additional \$290,000 (\$232,000 FLEX/\$58,000 Local) in FY 2003 to be used for an additional 20 months of operating service. Funding would be made available from cost savings on another CMAQ project (SEPTA's Route 15 Signalization) which have already been "flexed" by the FTA.

This amendment would enable SEPTA to provide a full three years of operating service for the Circulator, and upon approval of this action, SEPTA will withdraw its application for the Woodbourne/Oxford Valley Mall Circulator from the current 2002 DVRPC Competitive CMAQ Program. The bus route, designated as Route 203, connects the R3 West Trenton Line at Woodbourne Station to employment locations in Bucks County. Financial constraint will be maintained by utilizing previously "flexed" funds from another SEPTA project.

The subcommittee recommends that the RCC approve TIP Action PA03-07, SEPTA's request to add a new project, the Woodbourne/Oxford Valley Mall Circulator, to the Pennsylvania TIP, with funds (\$232,000 FLEX/\$58,000 Local) awarded for one year of operating costs in the FY 2001 TIP. The motion was amended to include a request for an origin-destination survey to be conducted by SEPTA to determine what needs are being served.

Discussion: The RCC noted that this bus route provides 30 trips per day with a ridership of only 84 passengers. The committee felt that perhaps these funds could be spent

more efficiently in another area. Elizabeth Schoonmaker, DVRPC TIP Manager, clarified that this bus has been operating for sixteen months; this amendment will bring this to a three year effort, thus allowing SEPTA to see if ridership will build over time. SEPTA will work with the TMA to improve outreach and ridership. As a means of answering origin-destination questions, Ms. Schoonmaker pointed out that most current passengers are using the service to get to employment centers and the hospital from West Philadelphia.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA03-07, SEPTA's request to add a new project, the Woodbourne/Oxford Valley Mall Circulator, to the Pennsylvania TIP, with funds (\$232,000 CMAQ/\$58,000 Local) awarded for one year of operating costs in the FY 2001 TIP. The RCC also requests that an origin-destination survey be conducted by SEPTA to determine what needs are being served.

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

ADOPTION OF DRAFT DVRPC FY 2004 PLANNING WORK PROGRAM:

John Griffies, DVRPC Contracts Manager, explained that new projects have been selected for DVRPC's FY 2004 Planning Work Program and a budget for FY 2004 has been proposed. The Draft Work Program was presented at the December 4th Board meeting with approval granted for distribution of the document for public review. Comments on the Draft Work Program were due no later than January 10, 2003. The only comments received came from PennDOT, NJDOT and FHWA, and were minor revisions to project descriptions. A Work Program Committee meeting will be held on January 23, 2003, prior to the next DVRPC Board meeting to discuss these comments.

DISCUSSION: Ajay Creshkoff presented a paper entitled Measuring the Effectiveness of Programs and Projects (see attached) and requested that the RCC review it and act on it this month. Dennis Winters stated that he was uncomfortable adopting such a paper without proper time to review it. John Griffies pointed out that this could be input for the Work Program now or in FY 2005 since the Work Program document is fluid. The paper will be distributed with the next RCC mailing and placed on the RCC agenda for February.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Karen Friedman) to recommend

that the DVRPC Board adopt the DVRPC FY 2004 Planning Work Program pending resolution of any comments received by the January 10, 2003 deadline.

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

REGIONAL EMERGENCY COORDINATION PLAN:

Dr. Don Shanis, DVRPC Deputy Director, Transportation Planning Division, outlined the proposal for the Regional Emergency Coordination Plan. He stated that on November 13, 2002, DVRPC staff participated in a high-level policy meeting on Regional Preparedness hosted by the American Red Cross. Attendance included the top officers and officials from about 30 organizations that are charged with emergency response and planning. The group was able to identify top regional priorities which will require an overall framework or plan to advance. DVRPC staff agreed to present the issue to its Board and consider being the responsible agency for the plan development.

On January 3, 2003, staff visited the Washington Council of Governments to learn about preparation of the Regional Emergency Coordination Plan for the Washington, D.C. area. The events of September 11, 2001 and subsequent anthrax attacks in the National Capital Region highlighted a need for new policies, protocols, and procedures to improve coordination in anticipation of future regional emergencies.

The DVRPC Board has established the Delaware Valley Risk Management Consortium as a mechanism to initiate discussion of emergency management issues. The principal objective of the consortium is to bring together the numerous key transportation and emergency response organizations and to familiarize these stakeholders with the roles and responsibilities of each other. It is essential that the region build upon the early efforts of the Risk Management Consortium and others who are currently preparing to respond to unexpected incidents. This recommendation will now go to the Board Policy Committee for authorization to seek funding for this effort.

Discussion: Bill Marston noted that an effort in North Carolina is moving forward, based upon government as the lead, as opposed to the planning agency. There is a need to integrate all interests and diversify. The RCC saw the importance of moving outside of state boundaries to consolidate efforts for the region as a whole.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Don Augustine) to recommend that the DVRPC Board further investigate funding and the possibility of proceeding with the Regional Emergency Coordination Plan.

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

PROPOSALS RE: TRANSPORTATION EQUITY ACT (TEA-21) REAUTHORIZATION AND FEDERAL AVIATION IMPROVEMENT PROGRAM REAUTHORIZATION:

Ron Roggenburk, DVRPC Manager, Office of Air Quality Planning, reviewed the draft policy paper on the Transportation Equity Act (TEA-21) Reauthorization. Mr. Roggenburk stated that the RTC had made a number of changes to the original paper; he distributed a new version. Changes included a bicycle/pedestrian statement; addressing the federal/local share for new starts; and a request for maximum funding for transit, among others. He emphasized that the paper emphasizes strengthening the surface transportation bill and adding more flexibility.

Discussion: Dennis Winters emphasized that he feels strongly that all surface transportation should rolled into the same funding bill and that less than one month to consider a reauthorization bill of this importance to the nation's infrastructure is inadequate. There is a good chance that this funding bill could go into calendar year 2004 before Congress acts on it. He and other members of the RCC stated that mention needs to be made of those programs that DVRPC supports and that are not mentioned in the paper, such as CMAQ and Job Access/Reverse Commute.

Ajay Creshkoff noted that options should be provided such as alternatives to moving the long-range plan horizon from three to five years. Warren Strumpfer questioned why the RTC recommendation regarding ITS and alternative fuel wasn't included in this new version of the paper.

Patrick Starr questioned the section addressing "expediting environmental reviews", noting that in most cases, delays caused in major projects are due to a lack of community consensus, not the environmental review process. Dennis Winters seconded the need to clarify or delete this comment. Ernest Cohen voiced concern for the request for maximum funding for highway and transit when Congress is looking to cut taxes and reduce expenditures.

Finally, Mr. Winters stated that DVRPC, as the MPO, should be providing as many comprehensive answers in this policy paper as possible. He also pointed out that if DVRPC wants to be a major player in the process, it should state its willingness to do in this policy paper and should act more aggressively as a partner for the public.

ACTION TAKEN BY COMMITTEE:

MOTION (by Patrick Starr, seconded by Robert Machler) that the RCC has reservations about the Draft Policy Paper on the Reauthorization of the Federal Transportation Act and believes that more time is needed to thoroughly review this document and supply pertinent comments. As such, the RCC requests that the Board defer action on the Policy Paper until the February Board meeting.

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

The RCC will continue its review of the draft policy paper for the Federal Aviation Improvement Program Reauthorization at the February 13, 2003 Transportation Subcommittee meeting. The most recent version of the draft policy paper will be mailed to the committee as soon as available. (Comments should be put in writing and brought to the meeting or sent to Candace Snyder via email: csnyder@dvrpc.org or fax: 215-592-9125.) The Draft Policy on the Federal Aviation Improvement Program, as presented at the Transportation Subcommittee meeting, will also be discussed at the February meeting.

Ernest Cohen asked that his previous petroleum resolution be included in any future surface transportation discussion. It reads as follows:

WHEREAS:

1. World petroleum production is expected to peak in this decade and then decline; and
2. The United States imports more than half of the petroleum we consume; and
3. Much of this petroleum is produced in politically unstable nations; and
4. These imports are a major drain on the balance of payments; and
5. The United States consumes the lion's share of petroleum, but has only a small fraction of world's reserves.

THEREFORE:

All transportation and land use plans should be evaluated with regard to their effects on petroleum consumption. This should include both immediate effect and long-range effects caused by changes in land use and transportation patterns, and the balance for each project.

Mr. Winters thanked Ron Roggenburk for this service to the RCC. Mr. Roggenburk will be retiring on January 24, 2003.

US 30 CORRIDOR STUDY:

Kevin Murphy, DVRPC Transportation Planner, presented a multi-modal transportation plan for the US 30 Corridor in Camden County.

The plan takes a comprehensive look at transportation needs in an area that encompasses 23 municipalities and more than 17 miles, stretching from Camden to Berlin. Various management systems, such as congestion, pavement and bridge were used to determine the extent of the corridor. The study was completed at the end of the FY 2002 and was pulled from the Year 2020 Long-Range Plan, which identified it as a significant growth corridor.

A steering committee, comprised of municipal representatives, NJDOT, the TMA and DVRPC guided the process, which included extensive public outreach. The final report includes background data pertaining to the corridor's demographics, land use, traffic volumes, accident statistics, transit and bicycle facilities, Intelligent Transportation System components, environmental justice and prior studies, such as the PATCO Parking Needs Study. Improvements scenarios were developed and transportation improvements at various locations were suggested. An emphasis was placed on intermodal facility strategies, linking transportation and land use. Mr. Murphy concluded by outlining corridor-wide issues and recommendations.

Discussion: The RCC asked about using an available railroad right of way for bus rapid transit. Mr. Murphy responded that the study recommends using this for the East Atlantic Bikeway. Larry Shaeffer questioned the possibility of using roundabouts. However, it was noted that New Jersey is going in the opposite direction in regard to traffic circles and roundabouts.

SUBCOMMITTEE REPORTS AND ACTIONS:

Transportation: Mr. Strumpfer reported that the Transportation Subcommittee had discussed the issue of CSX versus SEPTA for trackage rights in North Philadelphia. CSX wants to take back track rights from Cheltenham to Olney on the Fox Chase R-8 line. The subcommittee recommends that the RCC state to the DVRPC Goods Movement Committee, SEPTA, CSX, PennDOT and the City of Philadelphia that it believes that the optimum use of the Fox Chase R-8 line is for both passenger and freight to share usage.

ACTION TAKEN BY COMMITTEE:

MOTION (by Warren Strumpfer, seconded by Robert Machler) that the RCC state to the DVRPC Goods Movement Committee, SEPTA, CSX, PennDOT and the City of Philadelphia that it believes that the optimum use of the Fox Chase R-8 line is for both passenger and freight to share usage.

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

Mr. Strumpfer also noted that the subcommittee discussed the proposed Rail Restoration

Study with Ted Dahlburg agreeing to contact the Lehigh Valley and Atlantic City Area MPOs to determine whether they would be willing to work with DVRPC staff in promoting this project.

25 Year Task Force: Ernest Cohen stated that the 25 Year Task Force had elected him Chair for 2003. He also introduced an action item regarding SEPTA.

ACTION TAKEN BY COMMITTEE:

MOTION (by Ernest Cohen, seconded by John Pawson) to adopt the following motion for midterm evaluation of special grant projects:

Inasmuch as public money is being used for several SEPTA projects, it is advisable to evaluate the results of these expenditures. In particular, money has been allocated for placing bicycle racks on the front of buses on most suburban routes. Another project involves the Route 203 bus from the Woodbourne station of the R-3 Regional Rail Line to Oxford Valley Mall and other nearby locations that are not well served by other bus routes. In both of the above cases, there is anecdotal evidence that the provided service is not well utilized.

Therefore, in order to evaluate these and similar investments of public money in new services, data on their utilization would be very valuable. We request that SEPTA provide:

- A. A one-week tally of all passengers on the Route 203 bus, with notes on their origins and destinations. Since the average daily patronage is reported as only 84, this should not be a major additional load on the driver;
- B. A one-week tally of all occasions when a bicycle rack was used, with a note as to route, time, pick-up point, and drop-off point. Again, this should not be a load for the drivers, since use of the racks are rarely seen.

MOTION FAILED.

Discussion: Dennis Winters noted that John Boyle should be present to discuss the use of bicycle racks but questioned that they are on most suburban buses. Candace Snyder, DVRPC Public Affairs Director, cautioned that in the past the RCC has ruled that it would not act on anecdotal comments. She suggested that she contact SEPTA and NJDOT to see if representatives might be willing to come to the next RCC meeting to discuss their bicycle programs.

NEW BUSINESS:

John Pawson and Warren Strumpfer noted that they had attended the CMAQ meeting held on January 13, 2002 on behalf of the RCC. Mr. Pawson stated that his resolution regarding the proposal by Montgomery County to use CMAQ funds to build a new station in Lansdale near 9th Street on the Doylestown branch was now moot since that project had been withdrawn. He stated that available funding and support were needed to evaluate a project.

Larry Shaeffer provided an update on the Philly CarShare project. He announced that there are now six carshare locations with 150 members in the City of Philadelphia. The project will add two or three cars per month and is using Toyota Prius hybrids. Northern Liberties and Fairmount are two prime locations that should have carshare locations soon. Parking has been donated by a number of private businesses. DVRPC will be undertaking a study to determine how many cars are being taken off the road because of this project.