

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of October 26, 2000

Location: Commission Offices
The Bourse Building, 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

Membership Present

Representative

| | |
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| New Jersey Department of Community Affairs | Joyce Paul |
| New Jersey Department of Transportation | James Lewis |
| Governor of New Jersey's Appointee | (not represented) |
| Governor of Pennsylvania's Appointee | Timothy J. Carson |
| Pennsylvania Governor's Policy Office | Ronald K. Bednar |
| Pennsylvania Department of Transportation | Dennis Lebo |
| Bucks County | Lynn Bush |
| Chester County | Colin A. Hanna Charles Coyne William Fulton |
| Delaware County | John E. Pickett |
| Montgomery County | Arthur F. Loeben |
| Burlington County | Ridgeley P. Ware Carol Ann Thomas |
| Camden County | J. Douglas Griffith |

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| Gloucester County | Charles E. Romick |
| Mercer County | (not represented) |
| City of Chester | (not represented) |
| City of Philadelphia | Robert Ravelli |
| City of Camden | (not represented) |
| City of Trenton | (not represented) |
| <u>Non-Voting Members</u> | |
| Federal Highway Administration | |
| New Jersey Division | (not represented) |
| Pennsylvania Division | (not represented) |
| U.S. Department of Housing and Urban Development, Region III | (not represented) |
| U.S. Environmental Protection Agency, Region III | (not represented) |
| U.S. Environmental Protection Agency, Region II | (not represented) |
| New Jersey Office of State Planning | (not represented) |
| Federal Transit Administration, Region III | John Garrity |
| Southeastern Pennsylvania Transportation Authority | Christopher Patton |
| New Jersey Transit Corporation | Brent Barnes |
| Port Authority Transit Corporation | (not represented) |
| Delaware River Port Authority | (not represented) |
| New Jersey Department of Environmental Protection | (not represented) |
| Pennsylvania Department of Environmental Protection | (not represented) |
| Pennsylvania Department of Community and | |

Economic Development (not represented)

Regional Citizens Committee Chairman Sue McNamara

DVRPC Co-Counsel

Pennsylvania Co-Counsel Kenneth Zielonis
New Jersey Co-Counsel (not represented)

DVRPC Staff: John J. Coscia, John Claffey, Barry Seymour, William Greene, Donald Shanis, Charles Dougherty, Thabet Zakaria, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation Mark Stout
Jerry Mooney
Al Prant

Montgomery County Planning Commission Kenneth Hughes

Southeastern Pennsylvania Transportation Authority Richard Burnfield

New Jersey Office of State Planning David J. Hojzak

Delaware River Joint Toll Bridge Commission Linda Spalinski

Clean Air Council Dennis Winters

Cross County Connection TMA William Ragozine

Eddie R. Battle Associates, Inc. Eddie R. Battle

East Coast Greenway Ken Edmonds

Call to Order

Chairman Timothy J. Carson called the meeting to order at 10:50 a.m.

Public Comments

Comments from the public were invited to be heard on non-agenda items. No comments were stated.

1. Minutes of Meeting of September 28, 2000

On a **motion** by Mr. Ware, seconded by Mr. Lebo, the minutes of the meeting of September 28, 2000 were approved as distributed.

2. DVRPC Transportation Improvement Program (TIP) Amendments

John J. Claffey, DVRPC staff, briefed the Board on the following TIP Amendments:

Pennsylvania Section of the TIP

- a. Amendment PA0101 - 41st Street Bridge over Amtrak's Main Line to Harrisburg and Passyunk Avenue Signal Corridor (City of Philadelphia)

The City of Philadelphia has requested that DVRPC amend the TIP by adding two new projects:

- (1) 41st St. Bridge Replacement** - A recent decision in the United States District Court placed responsibility for this structure with the City - it was formerly believed to be a railroad responsibility. The bridge has been closed to traffic for the past eight years due to its deteriorated condition. The City believes that this strategic bridge over Amtrak's Harrisburg line should be replaced and is proposing to add the design phase of the project to FY0001 at a total cost of \$500,000 and the right-of-way acquisition phase to FY0003 at a total cost of \$1.5 million. Construction, which would take place after this TIP period, is estimated to cost \$6 million.

Financial constraint will be maintained by transferring funds from the 59th Street Bridge Replacement project (TIP #9778.)

There will be no impact on the conformity finding since this project is exempt from the regional air quality conformity analysis.

- (2) Passyunk Avenue Signal Corridor (Broad Street to 63rd Street)** - The City has recently identified this corridor as a priority for traffic signal modernization.

Passyunk Avenue is a diagonal roadway, resulting in odd-angle intersections, including four multi-legged locations. The proposed project would modernize a total of 14 intersections between 15th St. and 63rd St., in addition to coordinating with recently upgraded locations at Broad and McKean Streets and at Vare Ave. and I-76. The City is requesting to add the preliminary engineering phase of this project to FY0001 at a total cost of \$100,000. It is anticipated that additional engineering funds will be needed in future years.

Financial constraint will be maintained by transferring funds from the Red Lion Rd. Signal Modernization project (TIP #9803.)

There will be no impact on the conformity finding. Analysis has shown that this project will reduce emissions.

Favorable recommendation was received from the Planning coordinating Committee/Regional Transportation Committee (PCC/RTC) to approve TIP Amendment PA0101.

The Regional Citizens Committee (RCC) recommended that the Board approve TIP amendment PA0101, however, the RCC stresses the need for a detailed project map and a scope of work for the Passyunk Avenue project.

The Board unanimously adopted the following **motion**:

MOTION by Mr. Pickett, seconded by Mr. Lebo; that the Board approve TIP Amendment PA0101, the City of Philadelphia's request to add two projects: (1) 41st Street Bridge Replacement and (2) Passyunk Avenue Signal Corridor.

b. Amendment PA0102 - Re-manufacture of Electronic Locomotives (Amtrak)

Amtrak has applied for a \$28.8 million loan under the U.S. DOT's Transportation Infrastructure Finance and Innovation Act (TIFIA) of 1998 to be used for the re-manufacture of electric locomotives. An eligibility requirement for a loan under the TIFIA program is the project's inclusion in the TIP.

The total project cost is \$120 million, and consists of re-manufacturing 30 electric locomotives which are currently in service and are 12 to 15 years old. This project is critical to Amtrak's strategic business plan of initiating new and improved Acela Regional service along the Northeast Corridor.

The TIP's financial constraint will not be impacted by this amendment.

The TIP's conformity finding will not be impacted by this amendment.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Bednar, seconded by Mr. Ware; that the Board approve TIP Amendment PA0102, Amtrak's request to add the Re-manufacture of Electric Locomotives project to the TIP, which will enable them to receive the \$28.8 million loan from US DOT.

3. DVRPC Year 2020 Long-Range Plan Amendment: Locally Preferred Alternative for the Schuylkill Valley Metro

Christopher Patton, SEPTA's Director of Capital and Long-Range Planning, presented the highlights of the locally preferred alternative for the Schuylkill Valley Metro (SVM).

Mr. Patton explained that SEPTA and BARTA's Boards of Directors had selected *MetroRail* as the locally preferred alternative for the SVM. The SVM will run 62 miles from Philadelphia to Wyomissing along the Route 422 and Schuylkill Expressway corridors, servicing a population area of 2.1 million and an employment area of 1.2 million. There is large demand for congestion relief and for rejuvenation of a number of older communities. The *MetroRail* alternative would provide full platforms, ½ hour off peak service and 1/4 hour peak service. Mr. Patton stressed that the service will be easy and accessible for various individuals and will have a major influence on how the corridor will or will not grow. He stated that *MetroRail* can share track with regional rail, freight and Amtrak and complies with Federal Railroad regulations. Mr. Patton also reviewed capital and operating costs, as well as the implementation schedule.

Donald Shanis, DVRPC staff, commented that staff has reviewed the project and that a public comment period was opened from August 17 through September 15, 2000 and a public meeting was held on Wednesday, September 6, 2000 in Upper Merion Township. The project is believed to be consistent with the Year 2020 Land Use and Transportation Plan (plan).

Dr. Shanis continued to say that although the plan allows for one large project, the cost of the SVM project is excessive and special efforts will have to be made for additional funding sources.

Favorable recommendation was received from the PCC/RTC.

Recommendations from the RCC were received at the September 28th Board Meeting as follows: The RCC recommended that the Board enthusiastically endorse the concept of providing rail passenger service over the full distance between Center-City Philadelphia and Center-City Reading and vicinity. However, the RCC also recommends providing rail service to this corridor much earlier than the projected seven-year completion date; namely, within one year. In addition, rail service from Philadelphia to Quakertown and Allentown/Bethlehem (the former

Reading Railroad route) should be added to the Long-Range plan, in light of the addition of rail service in the Philadelphia - Reading corridor.

John J. Coscia, Executive Director, directed the Board's attention to the Draft Resolution No. B-FY01-004 adopting the SVM (distributed to the Board) and read the following from that document:

Whereas, the project has already been included in the regional emissions analysis and therefore the Plan continues to conform to the Pennsylvania State Implementation Plan for air quality, and

Whereas, the Southeastern Pennsylvania Transportation Authority (SEPTA) is prepared to submit the final report of the Major Investment Study (MIS) and Draft Environmental Impact Statement (DEIS) and Financing Strategy to the Federal Transit Administration as part of the Federal New Starts Funding Process, and

Whereas, SEPTA has committed to continue work with the Delaware Valley Regional Planning Commission (DVRPC) and member governments as the MIS and DEIS is finalized and moves forward in the Federal New Starts funding process, and

Whereas, SEPTA has committed to continue working with the DVRPC, the Commonwealth of Pennsylvania, and local member governments to develop a Financing Strategy which seeks a commitment of Federal new Starts funding and addresses non-federal funding issues including securing the approval of all affected parties;

Now, therefore, be it resolved, that the Year 2020 Land Use and Transportation Plan for the Delaware Valley Region is amended to include the locally-preferred alternative for the Schuylkill Valley Metro of MetroRail for the Schuylkill Valley Corridor; and

Be it further resolved, that the Determination of Conformity relating to this amendment is hereby endorsed as meeting all applicable requirements for air quality.

The following **motion** was made:

MOTION by Mr. Loeben, seconded by Mr. Hanna, that the Board amend the DIRECTION 2020 Long Range Land use and Transportation Plan to include the locally preferred alternative of *MetroRail* and confirms the finding of conformity, consistent with the federal conformity rule, with the State Implementation Plans of Pennsylvania and New Jersey by passing Resolution No. B-FY01-004.

Discussion ensued and Robert Ravelli, City of Philadelphia, commented on his confusion as to exactly what portion of the SVM project the Board is being asked to approve. He believes that the SEPTA presentation shows the entire line for Board approved, not just Phase I.

Mr. Coscia responded that the Board is being asked to approve Phase I (the Main Line) of the project and that it is a plan amendment and will not yet be included in the TIP. Action for a TIP amendment will be brought before the Board at a future date.

Mr. Ravelli commented that the City of Philadelphia and the Mayor have not met with SEPTA to discuss their concerns with the project. Therefore, Mr. Ravelli recommended postponement of any action on the plan amendment for the SVM until the appropriate meetings take place.

Lynn Bush, Bucks County, also commented that Bucks County support for the SVM is not a commitment to any local share of funds. Ms. Bush also holds some concern

about using such a large portion of transit funds for just one project.

John Pickett, Delaware County also expressed concern along with Ms. Bush of using a large portion of transit funds for one project.

After discussion, the following **motion** was made:

MOTION by Mr. Ravelli, seconded by Mr. Pickett; that the Board postpone action to amend the Year 2020 Long-Range Plan to include the Locally Preferred Alternative for the Schuylkill Valley Metro until the December Board Meeting.

The **motion** carried with one nay vote cast by Chester County.

4. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Bucks, Chester, Delaware and Montgomery Counties

Barry Seymour, DVRPC staff, explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment and stormwater management projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. Limited grant funds are also available.

PENNVEST has forwarded the following applications to DVRPC for review for consistency with the regional plan as follows

Bucks County

- Philadelphia Suburban Water Company - Loan request for painting and maintenance of the Edgely Water Tank on North Radcliffe Street in Bristol Borough, and the Croyden Tank, on Cedar and River Roads in Bristol Borough.

Chester County

- Philadelphia Suburban Water Company - Request for loan for painting and maintenance of the Hoopes Water Tank on Tower Lane in East Bradford Township and the Gay Street Water Tank at New and Gay Streets in West Chester Borough.

Delaware County

- S & S Mobile Home Park - Request for loan to abandon the existing on-lot sewage disposal system now serving 54 mobile homes and replace with public

water and sewer lines to serve existing homes and 34 proposed additional mobile homes. This project is located on Concord Road in Chester Township.

- Southern Delaware County Authority - Request for loan to construct an 8 MGD pump station and 2 ½ mile force main to convey flows from existing Naamans Creek Interceptor to Delcora Facility for treatment. Located in Upper Chichester and Bethel townships.
- Philadelphia Suburban Water Company - Request for loan for painting and maintenance of the Tinicum Water Tank on Chippewa Street in Tinicum Township.

Montgomery County

- Bridgeport Borough - Request for loan to eliminate combined sewer system by removing storm water flows to treatment plant which currently results in combined overflows.
- Bridgeport Borough - Request for loan to construct stormwater controls in the area of Dekalb Street, Ford Street and Crooked Lane.

These projects serve to address public health and safety concerns of drinking water quality, wastewater treatment and stormwater management in areas that are now developed or identified as future growth areas in the DIRECTION 2020 plan. Therefore, these applications are consistent with DIRECTION 2020.

The RCC recommended that the Board approve the seven projects submitted for PENNVEST funding and authorize the Executive Director to notify the agency of conformity with the long-range plan. In addition, the RCC recommends that the Borough of Bridgeport consider adding curbs and sidewalks where needed when storm water controls are constructed.

Mr. Coscia responded that the RCC's recommendation to the Borough of Bridgeport would be included in the letter to PENNVEST.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Mr. Bednar, seconded by Mr. Pickett; that the Board authorize the Executive Director to send a letter notifying PENNVEST that these applications are consistent with DIRECTION 2020 Plan.

5. DVRPC FY 2001 Planning Work Program Amendment: Delaware River Joint Toll Bridge Commission (DRJTBC) Southerly Crossing Corridor

Mr. Claffey explained to the Board that the Delaware River Joint Toll Bridge Commission (DRJTBC) recently awarded a \$350,000 contract to the Louis Berger Group to perform the "Southerly Crossings Corridor Study" - a transportation planning study focusing on the corridor from Duck Island on the south to Washington Crossing on the north. Notice to proceed was issued on September 20, 2000 and work is currently underway.

This study is divided into two Phases: Phase I - Transportation Planning Study, which is the subject of this RFP, will address the overall multi-modal transportation needs within the study corridor, develop a transportation model which forecasts future travel demand and identify a universe of short and long term solutions to satisfy the transportation needs. The Phase I objectives are:

1. Quantify the Transportation Needs in the corridor.
2. Definition of potential concepts and their limits for both short (5-year time horizon) and long (20-year time horizon) term improvement opportunities.
3. Identification of implementation priorities.
4. Explore opportunities to alleviate traffic delays through the implementation of various congestion management strategies.
5. Order of magnitude cost estimates.
6. Identify a menu of alternative funding mechanisms.
7. Identify environmental and permitted requirements.
8. Evaluate the extent of additional economic development resulting from infrastructure development.
9. Initiation of an on-going community involvement effort with key stakeholders culminating in a consensus of the needs and the range of solutions.

The second phase, Phase II will involve more detailed examination of the highest ranked solutions to include development of design level transportation data and a preliminary scoping and feasibility assessment of the proposed solutions. This Phase II study will be the subject of a future RFP.

This study will assess the need for additional river crossing capacity for the corridor beginning at the southerly end of Duck Island (Mercer County, NJ) and extending approximately ten miles to the north to Washington Crossing (Bucks County, PA). In Phase I, DVRPC will assist Louis Berger Group and its subcontractors with forecasting river crossings, related traffic patterns, and multi-modal needs. Also, DVRPC staff will provide other assistance as needed for the successful completion of the study including coordination of modeling with other activities and participation on committees formed to review the activities and products of the study. It is estimated that the cost to provide these services will be \$45,000 and will require

eight weeks from the receipt of authorization to proceed.

Board approval of DVRPC's participation in this study is needed before staff enters into an agreement with Louis Berger Group for Phase I of the study.

The RCC recommended that the Board oppose the amendment of the FY 2001 Work Program to include the DRJTBC Southerly Crossing Corridor Study due to a lack of information and a deeply held concern for what might be a too narrow scope of work. The RCC stresses that this project should not move forward without the involvement of DVRPC and its committees due to its regional significance in an air quality non-attainment area.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Ms. Bush, seconded by Mr. Hanna; that the Board amend the DVRPC FY 2001 Planning Work Program to include DVRPC participation in the DRJTBC Southerly Crossing Corridor Study.

6. Approval of Board and Executive Committee Meeting Schedule for Calendar Year 2001

Mr. Coscia announced the Board and Executive Committee Meeting schedule for calendar year 2001. After discussion, the Board agreed to revise the September and December dates as follows: September 20, 2001 and December 5, 2001 (copy of revised schedule attached).

The Board unanimously adopted the following **motion**:

MOTION by Mr. Ware, seconded by Mr. Loeben; that the Board adopt the Board and Executive Committee Meeting Schedule for Calendar Year 2001 as revised.

7. Regional Citizens Committee (RCC) Report

Sue McNamara, Chair of the RCC, reported that all activities were reported under the appropriate agenda items.

8. Development of the DVRPC FY 2002 Planning Work Program

Mr. Coscia reported on the DVRPC FY 2002 Planning Work Program Meeting held prior to the Board Meeting on October 26, 2000 (Highlights attached). He explained that the continuing projects for FY 2002 were reviewed and that the total

budget for these projects is \$4,642,000 which leaves \$691,647 for new projects. Additional funding, from FTA or through reducing the budgets of continuing projects, may increase the amount for new projects to approximately \$800,000.

A list of proposed new projects which included the recommendations received from member governments, DVRPC committees and DVRPC staff were also reviewed. Also discussed, were the proposed new initiatives as identified from the Board Workshop held in September. New initiatives were selected to be added to the draft FY 2002 Planning Work Program.

9. Executive Director's Report

- a. New Jersey Regional Intergovernmental Transportation Study Commission (RITCSC) Meeting of October 3, 2000.

Mr. Coscia reported that the public comments on the RITCSC recommendations to the Transportation Development District Act in New Jersey were reviewed at the October 3, 2000 meeting. A final report will be forthcoming shortly.

- b. Highway Obligation Report Card for Pennsylvania and New Jersey for FY 2000.

Mr. Coscia explained that each year a certain sum of money is obligated to implement capital programs through PennDOT and NJDOT in Pennsylvania and New Jersey. A summary table for Pennsylvania was distributed to the Board for the period ending September 30, 2000. The target for the five southeastern Pennsylvania county region was \$351 million worth of projects. PennDOT obligated/encumbered a total amount of \$338 million (96%) of the total funds.

A second summary table for New Jersey was distributed to the Board covering the same period. This table was still in draft form as not all obligations and encumbrances had been accounted for and not all programmed projects were being tracked. NJDOT will continue to work on this summary and provide a final version at the next Board meeting.

10. New Jersey Transportation Trust Fund

Mark Stout, New Jersey Department of Transportation, presented to the Board the *Congestion Relief and Transportation Trust Fund Renewal Act and an Overview of State Funding Issues in the FY 2001 Capital Program*.

11. Committee Reports

- a. Planning Coordinating Committee/Regional Transportation Committee
Activities were reported under appropriate agenda items.
- b. Delaware Valley Goods Movement Task Force (distributed to the Board for their review),
- c. Regional Land Use and Development Committee (distributed to the Board for their review).

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:25 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for October 26, 2000
- (2) RCC Recommendations to the Board for October 26, 2000
- (3) Board and Executive Committee Meeting Schedule for Calendar Year 2001
- (4) Highlights of DVRPC FY 2002 Planning Work Program Meeting, October 26, 2000

Additional Documents distributed to the Board:

- (1) *Alert*, October 2000
- (2) *Freight Lines*, October 2000
- (3) Brochure: *Reviving I-95 in Philadelphia*
- (4) Booklet: *Transportation Conformity: A Basic Guide for State & Local Officials, Revised 2000*

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of October 26, 2000

Location: Commission Offices
Bourse Building, 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

Membership Present

Representative

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| New Jersey Department of Community Affairs | Joyce Paul |
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| Pennsylvania Department of Transportation | Dennis Lebo |
| Pennsylvania Counties | Lynn Bush |
| New Jersey Counties | Ridgeley P. Ware Carol Ann Thomas |
| City of Camden | (not represented) |
| City of Philadelphia | Robert Ravelli |

Guests

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|---|---|
| Pennsylvania Department of Transportation | Robert Hannigan Greg Brown (Dist. 6-0) |
| New Jersey Department of Transportation | Mark Stout Jerry Mooney |

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| <u>DVRPC Co-Counsel</u> | |
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DVRPC Staff: John J. Coscia, John Claffey, Barry Seymour, William Greene, Donald Shanis, Charles Dougherty, Thabet Zakaria, Candace Snyder, Phyllis Robinson, and

Jean McKinney.

Call to Order

Chairman Timothy J. Carson called the meeting to order at 12:25 p.m.

1. Minutes of Meeting of September 28, 2000

On a **motion** by Ms. Paul, seconded by Mr. Ware the minutes of the meeting of Septemb28, 2000 were approved as distributed.

2. Contract Authorization: Regional Rail Improvement Study

John J. Coscia, Executive Director, explained to the Board that the Regional Rail Improvement Study will examine the potential for raising speeds and reducing travel time on a selected SEPTA Regional Rail line. SEPTA has been criticized for having the lowest average speed for commuter railroads, and has not taken full advantage of the engineering innovations that have become available over the years. This study will select a representative rail corridor, hire a railroad consultant that will look at various aspects of rail operation that affect travel time and reliability, including, but not limited to, signaling, service patterns, roadbed quality, station closings, dwell time at stations, and performance characteristics, consider where improvements can be made, and recommend affordable courses of action for raising average speeds. Reduced travel times offer the potential to raise revenue by improving the marketability of the service and to lower costs by reducing crew hours. The study is intended to be a multi-year effort in which each RRD line is examined in turn and would be partially funded through the DVRPC Work Program and partially through the Transit Support Program (TSP). In the first year the study will examine the R5 line from Wayne Junction to Doylestown, a line which has significant ridership, serving three counties, and encompasses a variety of operating conditions. Subsequent lines will be chosen on the basis of ridership and the need to highlight selected operating problems.

A total of \$60,000 is allocated for the above contract from available funds in the FY 2001 Transit Support Program (TSP).

A selection committee comprised of DVRPC, Montgomery County Planning Commission, SEPTA, the Delaware Valley Association of Rail Passengers and CSX Transportation has reviewed the proposals received in response to the RFP. The committee will meet in advance of the Board meeting to interview and select a preferred consultant team. Staff recommends approval of the selected consultant.

The Executive Committee unanimously adopted the following **motion**:

MOTION by Ms. Paul, seconded by Mr. Ravelli, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Systra Consulting Inc. to perform the pending study's scope of work.

3. DVRPC FY 2001 Planning Work Program First Quarter Report

The FY 2001 Planning Work Program First Quarter Report was distributed to the Board and Mr. Coscia reported it to be within budget and on schedule.

OLD BUSINESS

No new business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:29 p.m.