

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 26, 1998 - 10:30 a.m.

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

Membership Present

New Jersey Department of Community Affairs

New Jersey Department of Transportation

Governor of New Jersey's Appointee

Governor of Pennsylvania's Appointee

Pennsylvania Governor's Policy Office

Pennsylvania Department of Transportation

Bucks County

Chester County

Delaware County

Montgomery County

Burlington County

Camden County

Gloucester County

Representative

Joyce Paul

John H. Moore

Jerrold D. Colton

Timothy J. Carson

Ronald Bednar

Thomas TenEyck

(not represented)

Colin A. Hanna
Charles Coyne, Esq.

John J. McFadden
John E. Pickett

Arthur F. Loeben

Ridgeley P. Ware
Carol Ann Thomas

J. Douglas Griffith

John R. Maier
Charles Romick

Mercer County	Donna Lewis
City of Chester	(not represented)
City of Philadelphia	Denise L. Goren
City of Camden	Edwin Martinez
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration Pennsylvania Division New Jersey Division	Robert Hall Lloyd Jacobs
U. S. Department of Housing and Urban Development, Region III	(not represented)
U. S. Environmental Protection Agency, Region III	Daniel Ryan
U. S. Environmental Protection Agency, Region II	(not represented)
Federal Transit Administration, Region III	John Garrity
New Jersey Office of State Planning	Charles Newcomb
Southeastern Pennsylvania Transportation Authority	Richard G. Bickel
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Robert G. Schwab
Delaware River Port Authority	(not represented)
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Louis Guerra
Pennsylvania Department of Community and Economic Development	(not represented)

Regional Citizens Committee Chairman

Dennis Winters

DVRPC Co-Counsel

Pennsylvania Co-Counsel

David Garrison, Esq.

New Jersey Co-Counsel

Thomas J. Coleman, III, Esq.

DVRPC Staff: John J. Coscia, John B. Claffey, William Greene, Barry Seymour, Thabet Zakaria, Donald Shanis, Candace Snyder, Michael Boyer, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney
Al Prant
Paul Truban

Bucks County Planning Commission

Robert Moore

Southeastern Pennsylvania Transportation Authority

Richard Burnfield
Donna D'Orio

Princeton Regional Planning Board

Lee Solow

New Jersey Turnpike Authority

John Kessler

Cross County Connection Transportation
Management Association

William Ragozine

Edward R. Battle Associates

Edward R. Battle

Mayor, Princeton Township

Phyllis Marchand

Mayor, Princeton Borough

Marvin Reed

Sensible Transportation Options Partnership (STOP)

Lawrence C. Wohl, Esq.

Mercer County Times

Genikwa Williams

Courier Post

Barbara Newbold

Call to Order

Chairman Ridgeley P. Ware, called the meeting to order at 10:40 a.m.

Public Comments

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

1. Minutes of the Meeting of February 26, 1998

On a **motion** by Mr. Hanna, seconded by Mr. Maier, the minutes of the meeting of February 26, 1998 were approved as distributed.

2. Transportation Improvement Program (TIP) Modification

John B. Claffey, DVRPC Staff, briefed the Board on TIP Modification 9739 as follows:

FY 1997-2000 Pennsylvania TIP

Amendment 9739 - SEPTA, Various Projects

SEPTA has requested that DVRPC modify the TIP by reducing or deferring the FY98 funding of five projects in order to advance three other projects in FY98. The affected projects are listed below.

Projects with a FY98 funding reduction or deferral:

- (1) Communications/Control Center (TIP #S005) - The FY98 funding for this project will be reduced from \$5 million to \$0. SEPTA is currently updating the design plans and specifications for the Bus Operations Communications and Control Center. It is anticipated that the construction bid cycle will begin in FY99.
- (2) Capital Asset Lease Program (TIP #S008) - The FY98 funding level of \$36.3 million will be reduced by \$10 million to \$26.3 million. SEPTA has purchased the Frazer rail maintenance shop, seven electric locomotives, and 35 rail cars. These vehicles and facility are no longer leased. As such, the lease line item can be reduced.
- (3) Underground Storage Tanks (TIP #S009) - The FY98 funding level of \$4 million will be reduced by \$3.8 million to \$200,000. SEPTA has received favorable bids for several underground storage tank replacement projects, and these funds are no longer required.

- (4) Utility Fleet Renewal Program (TIP #S011) - The FY98 funding of \$1 million will be reduced to \$0. SEPTA is currently evaluating its non-revenue fleet replacement needs.
- (5) Broad Street Subway Signals (TIP #S028) - The FY98 construction funding of \$25 million will be reduced to \$0 as a result of the decision to upgrade the signal system to a state of good repair rather than to install the Automatic Train Control Cab Signal System.

Projects to be advanced from FY99 to FY98:

- (1) Market-Frankford Infrastructure Improvements (TIP #S007) - The \$36.7 million programmed in FY99 will be added to the \$34.3 million programmed in FY98. SEPTA is advancing several projects on the Market-Frankford Line to accommodate the new rail cars currently being delivered.
- (2) Station Accessibility Program (TIP #S014) - The \$2 million programmed in FY99 will be added to the \$3 million programmed in FY98. These funds are required to begin the construction bidding schedule for the Audio/Visual Public Address System at regional rail stations.
- (3) Market Elevated Reconstruction Program (TIP #S023) - The \$6.5 million programmed in FY99 will be added to the \$20 million programmed in FY98. SEPTA is advancing the engineering phase of this project and anticipates the advertisement of the first construction contracts this year.

This modification will not alter the TIP's conformity finding since all of these projects are exempt from the Regional Air Quality Conformity Analysis.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC), the Board unanimously adopted the following **motion**:

MOTION by Mr. Hanna, seconded by Ms. Goren that the Board approve TIP Modification 9739, SEPTA's request to shift the FY 1998 funding on a series of projects to advance three projects from FY 1999 to FY 1998.

3. New Jersey Congestion Management System (CMS)

Donald Shanis, DVRPC Staff, explained that the New Jersey CMS was approved at the December 8, 1997 Board meeting, however, it was agreed that certain procedural elements be added to the CMS Report to indicate when and how determinations will be conducted.

Beginning October 1, 1997, federal funds may not be programmed for any project which results in a significant increase in single occupant vehicle (SOV) carrying capacity unless that project results from a CMS. Three threshold criteria are needed to determine if a project needs to be included. The three criteria are that the project receives federal funds, is located in an air quality nonattainment area, and results in the equivalent of one or more travel lanes of carrying capacity for single occupant vehicles. Safety improvements and bottleneck elimination projects are exempt from a CMS.

Dr. Shanis also pointed out that the wording in the original CMS had stated that a CMS must be completed for a project that would add significant capacity to the system and that is a least one mile in length. FHWA responded that this wording should be changed to examine any highway project that adds capacity to a road of any length. This will result in more projects being subject to CMS review.

The New Jersey CMS Report provides an initial assessment of the appropriateness of SOV widening within a (sub)corridor. However, further study may be necessary to determine if SOV widening is warranted for a particular facility. The following procedures have been developed to determine the CMS status of projects and have been incorporated in the introductory text of the New Jersey CMS Report (distributed to the Board).

If SOV widening is identified as either a *Very Practical* or *Practical* strategy in the New Jersey CMS Report for the subcorridor in which a SOV capacity enhancement is proposed, then DVRPC will make a determination of whether further CMS analysis is required. The analysis will focus on the appropriateness of SOV enhancement for a particular facility. In many instances, a review of previously screened congestion mitigation techniques will suffice in lieu of a comprehensive CMS study. If SOV widening is deemed *Not Practical* or a project is proposed for a facility which is not contained within the CMS Report, after consultation with NJ DOT and FHWA, DVRPC will make a recommendation to the RTC that the project should be aborted or that a CMS study is required.

Favorable recommendation was received from the PCC/RTC to approve the revised procedures to the New Jersey CMS.

The RCC recommends that the Board approve the proposed change in procedure to the New Jersey CMS to look at all capacity-adding projects to make determinations in a public forum as to whether further analyses are needed.

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

MOTION by Mr. Maier, seconded by Mr. Griffith; that the Board adopt the revisions to the New Jersey Congestion Management System Report that defines the procedural elements for determining the CMS status of transportation improvement projects.

4. Improvements to US 1 and CR 571, a.k.a. Millstone Bypass, Congestion Management System (CMS) Study

Donald Shanis explained to the Board that the New Jersey Department of Transportation (NJDOT) has completed a final CMS report documenting the study effort including strategy evaluation, an analysis of the need for a highway capacity increase, and recommended commitments to implement CMS strategies.

The CMS study was coordinated through an advisory committee composed of representatives from FHWA, NJDOT, NJ Transit, DVRPC, Mercer and Middlesex Counties, MSM Regional Council, Greater Mercer TMA, Regional Planning Board of Princeton, and Plainsboro and West Windsor planning commissions. In addition to committee meetings, a field view was held with committee members to develop pedestrian and bicycle commitments. A public meeting, with approximately 100 residents attending, was conducted to explain the study and to solicit community input into strategy identification and potential commitments.

Paul Truban, NJDOT, explained that thirty-six strategies were initially screened by the committee, with NJDOT's consultant conducting a detailed evaluation on combinations of 30 individual strategies. In aggregate the consultant estimated these strategies would reduce traffic in the corridor by a range of 4.6 to 8.5 percent. According to the consultant, a trip reduction of approximately 50 percent would be needed to achieve acceptable operating conditions in the project area. Based upon this information the committee agreed additional highway capacity in the corridor is required.

The committee members agreed to recommend six strategies:

- (1) Pedestrian and Bicycle Improvements - Bike lanes and sidewalks along the Millstone Bypass, US 1 pedestrian and bicycle overpass, additional bicycle lockers at Princeton and Princeton Junction train stations.
- (2) Central Jersey Transportation Forum - Mechanism to improve transportation planning coordination in the US 1 corridor and surrounding area.
- (3) Ridesharing - Signs, preferential parking at train stations, alternative work schedules, funding for ridesharing.
- (4) Transit Service - Transit marketing and coordination of regional feeder service to Princeton Junction Station.
- (5) Signing Program - Coordination and planning for directional signs along US 1 and the Millstone Bypass.
- (6) Traffic Monitoring Program - Three-year traffic monitoring program on key highways leading to/from the proposed Bypass.

While the CMS Committee members agreed to the need for additional capacity in the Penns Neck area and the scope of commitments, some committee members were concerned that the report did not adequately address traffic, environmental, and design issues.

John J. Coscia, Executive Director, called the Board's attention to correspondence (distributed to the Board) which he received pertaining to the CMS for the Millstone Bypass as follows:

- (1) Letter dated March 11, 1998 from Pam Hersh, Director of Community and State Affairs, Princeton University, in strong support for approval of the CMS.
- (2) Letter dated March 23, 1998 from Marvin Reed, Mayor, Borough of Princeton, Phyllis Marchand, Mayor, Township of Princeton, and Corinne Kyle, Chairman, Regional Planning Board, opposing the approval of the Millstone Bypass project because they believe that the CMS is dangerously limited and an Environmental Assessment needs to be completed.
- (3) Letter dated March 24, 1998 from David L. Holmer, Ed.D., President and Executive Director of the Eden Family of Services in support for approval of the CMS.

The PCC/RTC recommends that the Board accept the CMS analysis and endorse the CMS commitments therein.

The RCC recommends that the Board not endorse the findings of the CMS for the Millstone Bypass.

Discussion ensued and some major concerns were expressed by Board and the audience as to whether or not the CMS report has adequately analyzed traffic patterns, the preferred alignment, and any environmental impact.

It was explained to those concerned that the purpose of the CMS is to: (1) determine if additional capacity is required, and (2) to identify complementary strategies to help manage traffic in the corridor. The CMS report and overall CMS process adequately responds to these two specific criteria and is consistent with the recently completed New Jersey Congestion Management System. The issues raised do have some merit; however, they need to be addressed through the Environmental Assessment (EA) process. In the EA there are legal requirements to insure that the public, and municipalities, will have sufficient opportunity to comment on design and traffic issues.

A Resolution (No. 98-R078, copy attached) was submitted for the record by the Business Administrator of West Windsor Township. The Resolution heartily endorsed the adoption and acceptance of the CMS for Improvements to US 1 and CR 571 (Millstone Bypass).

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

MOTION by Ms. Paul, seconded by Mr. J. Moore that the Board accept the CMS Analysis for Improvements to US 1 and CR 571 (Millstone Bypass) and endorse the CMS commitments therein.

Timothy J. Carson, Pennsylvania Governor's Appointee, left the Board meeting at this time. A quorum was maintained.

5. **FY 1998 Transportation Improvement Program (TIP) Modification**

Mr. Claffey briefed the Board on TIP Modification 9809 as follows:

FY 1998-2002 New Jersey TIP

Modification 9809 - Improvements to US 1 and CR 571 (Millstone Bypass)

NJDOT has requested that DVRPC modify the TIP by adding funds to the US 1 and CR 571 Improvement Project (a.k.a. Millstone Bypass, DBNUM 031, TIP# 4311) for right-of-way acquisition and construction. Specifically, NJDOT would like to program \$25 million for right-of-way acquisition in FY2001 and \$25 million for construction in FY2002. This project currently has \$1 million programmed for environmental studies and a CMS study in FY1998 and \$2 million for design in FY2000. The design funds were approved as part of a TIP amendment in February that was passed in anticipation of the EPA conformity freeze which will take effect in April 1998.

Financial constraint of the DVRPC TIP for FY2001 and FY2002 was resolved. NJDOT had contended that the federal financial constraint requirements in ISTEA only apply to the first three years of the TIP (FY1998, FY1999, and FY2000), making over programming in the last two years allowable. However, the Federal Highway Administration has provided written guidance clearly stating that financial constraint must be maintained for all five years of the TIP once it is adopted. As a result, NJDOT re-evaluated the state funds available from the New Jersey Transportation Trust Fund. They projected an additional \$72 million will be available to fund this project.

Favorable recommendation was received from the PCC/RTC for TIP Modification 9809, New Jersey DOT's request to modify the TIP for Project #4311, Improvements to US 1 and CR 571 (Millstone Bypass), to add the right-of-way acquisition phase to FY 2001 for \$25 million and the construction phase to FY 2002 for \$25

million provided the financial constraint issue can be resolved by New Jersey DOT and Federal Highway Administration prior to any Board action.

The RCC recommends that the Board disapprove TIP Modification 9809.

The following **motion** was made:

MOTION by Ms. Paul, seconded by Mr. J. Moore that the Board approve TIP Modification 9809, Improvements to US 1 and CR 571 (Millstone Bypass), to add the right-of-way acquisition phase to FY 2001 for \$25 million and the construction phase to FY 2002 for \$25 million.

Several Board members expressed their concerns and suggested that the approval of TIP Modification 9809 be postponed until all aspects, such as the Environmental Assessment (EA) report and the design for the preferred alignment are complete and have been subject to the public hearing process.

DVRPC staff agreed that approval of this TIP Modification is not essential at this time unless action can be done within acceptable financial constraints and without jeopardizing any other priority project in the TIP.

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

MOTION by Mr. J. Moore, seconded by Mr. Griffith; that the Board conduct a role call vote to adopt TIP Modification 9809, Improvements to US 1 and CR 571 (Millstone Bypass).

New Jersey:	Burlington County	No
	Camden County	Yes
	Gloucester County	No
	Mercer County	Yes
	City of Camden	Abstain
	City of Trenton	Absent
	NJ Dept. of Transportation	Yes
	NJ Governor's Appointee	Yes
	NJ Dept. of Community Affairs	Yes
Pennsylvania:	Bucks County	Absent
	Chester County	Abstain
	Delaware	No
	Montgomery	No
	City of Philadelphia	Yes
	City of Chester	Absent
	PA Dept. of Transportation	Yes
	PA Governor's Appointee	Absent
PA Governor's Policy Office	Yes	

Motion failed (Role Call Vote Tally Sheet attached).

During the role call vote, Mr. Coscia reminded the Pennsylvania representatives that a abstention would be counted as a no vote.

Mr. Coscia explained that according to the Delaware Valley Urban Area Compact Voting provisions, Article II, Section 4. . . . *No action of the Commission shall be effective or binding unless a majority of each party state's representatives who are present at such meeting, including at least two of the three states' officials or appointees or their alternates, shall vote in favor thereof.*

6. I-95 / Scotch Road and I-95 / NJ 31 Interchanges Congestion Management System (CMS) Study Report

Michael Boyer, DVRPC staff, presented an overview of the New Jersey Department of Transportation's request that DVRPC make a determination as to whether the I-95 / Scotch Road and I-95 / NJ 31 interchange improvement projects (*TIP Projects 4321 and 4317*) are part of a fully operational CMS and whether any additional CMS analysis is required.

NJ DOT proposes to make operational improvements at the Scotch Road and NJ 31 interchanges with I-95 to eliminate uncontrolled turning movements and handle anticipated traffic volumes at the Scotch Road interchange, and provide a direct movement between northbound NJ 31 and northbound I-95.

The CMS analysis for I-95 / Scotch Road and I-95 / NJ 31 supports SOV capacity enhancement to correct the operational deficiencies at the two interchanges. An analysis of the strategies found to have potential in the New Jersey Congestion Management System Report was also performed to select a recommended set of supplemental strategies to implement along with the roadway improvements. The supplemental recommendations focus on Travel Demand Management and mode shift strategies. The strategies that were selected have been endorsed in the Mercer County Transportation Development District Plan (TDD) and are compatible with the goals of the TDD.

Favorable recommendation was received from the PCC/RTC.

The RCC recommends that the Board disapprove the CMS for I-95 Scotch Road and I-95 / NJ 32 Interchanges. In addition, the RCC does not believe that public transit alternatives have been appropriately addressed in the CMS, in particular, extension of the R-3, West Trenton Line.

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

MOTION by Ms. Lewis, seconded by Mr. J. Moore; that the Board adopt the CMS Analysis for the I-95 / Scotch Road and I-95 / NJ 31 Interchange improvements and endorse the CMS Commitments therein by passing Resolution No. B-FY98-013 (copy attached).

7. Update of the Year 2020 Land Use and Transportation Plan for the Delaware Valley Region

Dr. Shanis explained to the Board that the Metropolitan Planning Rule of the United States Department of Transportation requires that metropolitan planning organizations in ozone nonattainment areas review and update their transportation plans at least every three years. The *Year 2020 Land Use and Transportation Plan for the Delaware Valley Region* (Plan) was adopted in November 1995 and therefore an updated plan (distributed to the Board) must be adopted before November 1998.

The United States Environmental Protection Agency has disapproved a portion of the New Jersey State Implementation Plan. This action requires that a freeze be imposed on new conformity findings after a grace period which ends on April 10, 1998. Although not all situations are addressed in federal rules, it may be that DVRPC will be unable to update the plan after April 10, which—after November 20—would put the Commission in violation of the requirement to triennially update the Plan.

The purpose of the update is, according to the Metropolitan Planning Rule, “to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period” The preamble to the rule states that “formally updating the Plan does not require an entirely new plan but does require a review of plan assumptions, transportation trends, the development in the area, air quality considerations, system characteristics and extension,” if necessary, “of the forecast to maintain a twenty-year horizon.” The Commission, through its continuing planning activities and public participation, can document that the Plan continues to be valid and consistent with current conditions and trends.

The Public Participation Process for the Plan has been completed which included at 30-day public comment period, Plan document availability in libraries, on the Internet, and at DVRPC, and Public Hearings (held March 5 and March 9, 1998).

DVRPC has responded to the major issues from the public comments (*Summary of Public Comments* distributed to the Board).

The principal revisions to the Plan are: (1) a commitment to initiate a pedestrian inventory, (2) discussion of a financial plan by funding source (federal, state, local), and (3) additional information on incident management planning.

The PCC/RTC recommends that the Board adopt the Update of the Year 2020 Plan, subject to consideration of the public comments received and the suggested changes from member agencies.

The RCC did not take a position on the Update because the committee felt it did not have sufficient time to review the document. In addition, a summary of public comments was not available to the RCC. The RCC does, however, forward this suggestion: In order to facilitate more progress toward the goals of the Year 2020 Plan, DVRPC should take the lead in creating an inter-agency cooperative, coordinated working group involving the heads of the county planning departments and local municipal officials within the DVRPC region.

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

MOTION by Ms. Goren, seconded by Mr. Bednar that the Board adopt the Update of the Year 2020 Land Use and Transportation Plan for the Delaware Valley Region by passing Resolution No. B-FY98-014 (copy attached).

8. Executive Director's Report

Mr. Coscia reported the status of ISTEA Reauthorization. The Senate has passed a version known as ISTEA II and the House Transportation and Infrastructure Committee has also passed a similar version known as BESTEA which will go to the full house for a vote on March 31, 1998. An Apportionments Table entitled: *Comparison of Average Apportionments for ISTEA, NEXTEA, BESTEA (6 Year), and ISTEA II (as amended)* was distributed to the Board for their information. Mr. Coscia pointed out that the percentages and amount of funding listed on the table for Pennsylvania and New Jersey are very favorable *under the best case scenario.*

5/23/98
JLM

9. Committee Reports

The following committee reports were distributed to the Board for their review:

- (1) Planning Coordinating Committee/Regional Transportation Committee,
- (2) Regional Citizens Committee, (3) Regional Aviation Committee and (4) Goods Movement Task Force.

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

Attachments:

- (1) Resolution No. B-FY98-012, 013, and 014
- (2) Resolution No. 98-R078 from West Windsor Township
- (3) PCC/RTC Recommendations to the Board for March 26, 1998
- (4) RCC Recommendations to the Board for March 26, 1998
- (5) Roll Call Vote Tally Sheet

Additional Documents Distributed to the Board:

- (1) Transportation Improvement Program Administrative Modifications (Actions taken between February and March 1998 Board Meetings)
- (2) AMBO Transportation FAX dated March 13, 1998 entitled: *Senate Passes ISTE A Reauthorization Bill*
- (3) AMPO Transportation FAX dated March 20, 1998 entitled: *BESTEA is Ready to Move in the House*
- (4) Philadelphia Inquirer Article entitled: *House Panel Backs Larger Road Outlays*, dated March 25, 1998
- (5) Alert, March 1998
- (6) Freight Lines, March 1998
- (7) TravelSmart, March 23, 1998
- (8) Data Bulletin No. 57 entitled: *Delaware Valley Data Employment 1970-1995*

5/22/98
10/2/98
under the best case scenario.

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**SINGLE OCCUPANT VEHICLE CAPACITY ADDING PROJECT
CONGESTION MANAGEMENT SYSTEM RESOLUTION
FOR ROUTE 571 - PENNS NECK AREA (MILLSTONE BYPASS)**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the designated Metropolitan Planning Organization (MPO) for the Philadelphia and Trenton Urbanized Areas; and

WHEREAS, the DVRPC region is designated a Transportation Management Area in accordance with Title 23 CFR 450 Subpart A Section 450.104; and

WHEREAS, the region is designated as nonattainment for ozone; and

WHEREAS, DVRPC has fulfilled the requirements of the Metropolitan Transportation Planning and Programming regulations, Title 23 CFR 450 Subpart C Section 450.320, which require MPOs in Transportation Management Areas designated as being in nonattainment for ozone or carbon monoxide to develop a Congestion Management System (CMS) that meets the requirements specified in the transportation Management and Monitoring Systems regulations, Title 23 CFR 500 Subpart E; and

WHEREAS, the Metropolitan Transportation Planning and Programming regulations, Title 23 CFR 450 Subpart C Section 450.320, also require that in Transportation Management Areas designated as nonattainment for ozone or carbon monoxide, Federal funds may not be programmed for any project which will result in a significant increase in carrying capacity for single occupant vehicles (SOVs) unless the project results from a CMS meeting the requirements of Title 23 CFR 500 Subpart E. Furthermore, all such projects shall incorporate travel demand reduction and operational management strategies to manage the SOV effectively.

WHEREAS, a CMS analysis was conducted for Route 571 - Penns Neck Area (Millstone Bypass) in accordance with DVRPC procedures specified in the NJ CMS. A report has been prepared demonstrating the project's relationship to the fully operational CMS and it contains travel demand reduction and operational improvement strategy recommendations.

NOW, THEREFORE, BE IT RESOLVED THAT the Delaware Valley Regional Planning Commission certifies this project results from a fully operational congestion management system. Furthermore, DVRPC fully supports and endorses the travel demand reduction and operational improvement strategies recommended by the CMS.

Adopted this 26th day of March 1998
by the Board of the Delaware Valley
Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Delaware Valley Regional Planning Commission.



Jean L. McKinney, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**SINGLE OCCUPANT VEHICLE CAPACITY-ADDING PROJECT
CONGESTION MANAGEMENT SYSTEM RESOLUTION
FOR I-95 / SCOTCH ROAD AND I-95 / NJ 31**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the designated Metropolitan Planning Organization (MPO) for the Philadelphia and Trenton Urbanized Areas; and

WHEREAS, the DVRPC region is designated a Transportation Management Area in accordance with Title 23 CFR 450 Subpart A Section 450.104; and

WHEREAS, the region is designated as nonattainment for ozone; and

WHEREAS, DVRPC has fulfilled the requirements of the Metropolitan Transportation Planning and Programming regulations, Title 23 CFR 450 Subpart C Section 450.320, which require MPOs in Transportation Management Areas designated as being in nonattainment for ozone or carbon monoxide to develop a congestion management system (CMS) that meets the requirements specified in the transportation Management and Monitoring Systems regulations, Title 23 CFR 500 Subpart E; and

WHEREAS, the Metropolitan Transportation Planning and Programming regulations, Title 23 CFR 450 Subpart C Section 450.320, also require that in Transportation Management Areas designated as nonattainment for ozone or carbon monoxide, Federal funds may not be programmed for any project which will result in a significant increase in carrying capacity for single occupant vehicles (SOVs) unless the project results from a CMS meeting the requirements of Title 23 CFR 500 Subpart E. Furthermore, all such projects shall incorporate travel demand reduction and operational management strategies to manage the SOV effectively.

WHEREAS, a CMS analysis was conducted for the I-95 / Scotch Road and I-95 / NJ 31 interchange improvement projects in accordance with DVRPC procedures specified in the New Jersey Congestion Management System Report. A report has been prepared demonstrating the project's relationship to the fully operational CMS and it contains travel demand reduction and operational improvement strategy recommendations.

NOW, THEREFORE, BE IT RESOLVED THAT the Delaware Valley Regional Planning Commission certifies this project results from a fully operational congestion management system. Furthermore, DVRPC fully supports and endorses the travel demand reduction and operational improvement strategies recommended in the CMS analysis.

Adopted this 26th day of March 1998
by the Board of the Delaware Valley
Regional Planning Commission

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Delaware Valley Regional Planning Commission.



Jean L. McKinney, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

ADOPTING THE UPDATE OF THE YEAR 2020 LAND USE AND TRANSPORTATION PLAN FOR THE DELAWARE VALLEY REGION

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region, and

WHEREAS, the DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia, Camden and Trenton metropolitan area as required by Title 23 Section 134 and Title 49 Section 1607 of the U.S. Code, and

WHEREAS, the Board of the Delaware Valley Regional Planning Commission adopted the *Year 2020 Land Use and Transportation Plan for the Delaware Valley Region* (herein referred to as the Year 2020 Plan) on November 20, 1995, and

WHEREAS, such MPOs are required at a minimum to triennially update long-range, regional transportation plans which are in keeping with the planning requirements set forth in Title 23 Part 450 Subpart C of the Code of Federal Regulations, and

WHEREAS, DVRPC, in the development of such an update, has undertaken a comprehensive review of the Year 2020 Plan's validity and consistency with current and future transportation trends, and

WHEREAS, DVRPC has responded to comments made by USDOT in its latest Enhanced Planning Review, and

WHEREAS, the DVRPC Board has adopted the report *Regional Indicators: Measuring Our Progress to 2020* which presents 27 indicators tracking the region's progress toward the goals of the *Year 2020 Plan*, and

WHEREAS, the Planning Work Program has and continues to reflect the principal emphasis areas of the *Year 2020 Plan*, and

WHEREAS, the DVRPC Board has adopted Congestion Management Systems for Pennsylvania (July 1997) and New Jersey (December 1997) which serve goals, and the objectives developed to attain them, which are analogous to goals and objectives of the *Year 2020 Plan*, and

WHEREAS, the Commission has completed the study *How Do We Get There? Improving Mobility for Tourists and Visitors*, which serves the sixteenth planning factor which was added to §450.316 of the Metropolitan Planning Rule after the adoption of the *Plan*, and

WHEREAS, the financial requirements of the transportation recommendations of the *Year 2020 Plan* continue to be constrained to a funding level which the Delaware Valley can reasonably anticipate, and

WHEREAS, forecasts of population and employment included in the *Year 2020 Plan* continue to be the current forecasts used by DVRPC in its planning activities, and these forecasts extend beyond the required twenty year horizon, and

WHEREAS, the *Year 2020 Plan* has been amended since its adoption in 1995 to include the following plans and projects: (1) Bicycle and Pedestrian Mobility Plan for Southern New Jersey, (2) New Jersey Route 29 Connector in Trenton, (3) widening of the New Jersey Turnpike between Interchanges 1 and 4, (4) Southern New Jersey (Camden to Trenton) Light Rail Transit, (5) Pennsylvania Congestion Management System, (6) New Jersey Congestion Management System, (7) Interchange between I-295 and NJ42, and (8) US1 and CR571 intersection, and

WHEREAS, no regionally significant projects have been added to the *Year 2020 Plan* since the amendments made in July, 1997, DVRPC certifies that the emissions will be identical to those estimated then, and the Plan continues to conform to the state implementation plans of Pennsylvania and New Jersey, and

WHEREAS, copies of the draft update were released for public comment from February 18 through March 20 of 1998 with a public hearings held on March 5 and 9, 1998, and

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations, and

NOW, THEREFORE, BE IT RESOLVED, that the *Update of the Year 2020 Land Use and Transportation Plan for the Delaware Valley Region* is adopted.

BE IT FURTHER RESOLVED, that the amendments made to the *Year 2020 Plan* are hereby incorporated in the *Updated Year 2020 Plan*.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission in so doing affirms the goals, policies and actions detailed in the *Year 2020 Comprehensive Plan for the Delaware Valley: The Policy Agenda* as the regional strategies to be pursued in implementing these plans.

BE IT FURTHER RESOLVED, that DVRPC will continue to complete functional planning area elements to provide more detailed planning guidance for special issues.

Adopted this 26th day of March 1998
by the Board of the Delaware Valley
Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Delaware Valley Regional Planning Commission.



Jean L. McKinney, Recording Secretary

RESOLUTION

- WHEREAS, for over a decade West Windsor Township has supported the Penns Neck/ Millstone Bypass; and
- WHEREAS, in order to move this project forward, the NJDOT initiated and had prepared a Congestion Management Study for DVRPC to support furtherance of the Millstone Bypass; and
- WHEREAS, West Windsor Township has reviewed the December 16, 1997 and the final report dated February 10, 1998, Draft Congestion Management System Study; and
- WHEREAS, the CMS indicated that the Bypass was found to be an effective method of addressing travel demands in the study area; and
- WHEREAS, the CMS further indicated that bicycle and pedestrian circulation needs to be provided through the use of wide shoulders and sidewalks; and
- WHEREAS, the Township is in general agreement with the findings and recommendations of the Study; and
- WHEREAS, in order to continue to move forward with this project, it is necessary for the DVRPC to adopt the Study.
- NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of West Windsor Township heartily endorse the adoption/acceptance of the Congestion Management Study prepared by Frederick R. Harris, Inc. for the Department of Transportation on the Penns Neck/Millstone Bypass.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the DVRPC, the Department of Transportation, Mercer County Planning Board, Mercer County Freeholders, Princeton University and Sarnoff Research Center, Plainsboro Township, Princeton Borough, and Princeton Township.

Adopted: March 23, 1998

I hereby certify that the above resolution was adopted by the West Windsor Township Council at its meeting held on the 23rd day of March 1998.



Barbara G. Evans
Township Clerk
West Windsor Township

**PLANNING COORDINATING COMMITTEE/
REGIONAL TRANSPORTATION COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR
MARCH 26, 1998**

**BOARD
AGENDA ITEM**

2. TIP MODIFICATIONS

FY 1997-2000 (PENNSYLVANIA PORTION)

a. TIP Modification 9739

The PCC/RTC recommend:

That the Board approve TIP Modification 9739, SEPTA's request to shift the FY 1998 funding on a series of projects, as listed in the pink sheet, to advance three projects from FY 1999 to FY 1998.

FY 1998-2002 (NEW JERSEY PORTION)

b. TIP Modification 9809

The PCC/RTC recommend:

That the Board approve TIP Modification 9809, New Jersey DOT's request to modify the TIP for Project #4311, Improvements to US 1 and CR571, a.k.a. Millstone Bypass, to add the right-of-way acquisition phase to FY 2001 for \$25 million and the construction phase to FY 2002 for \$25 million provided the financial constraint issue can be resolved by New Jersey DOT and Federal Highway Administration prior to any Board action.

3. NEW JERSEY CONGESTION MANAGEMENT SYSTEM REVISED PROCEDURES

The RTC/PCC recommend:

That the Board approve the revised procedures to the New Jersey CMS.

(over)

4. **I-95/SCOTCH ROAD AND I-95/NJ 31 CONGESTION MANAGEMENT SYSTEM REPORT**

The RTC/PCC recommend:

That the Board accept the CMS Analysis and endorse the CMS Commitments therein.

5. **IMPROVEMENTS TO US 1 AND CR571, A.K.A. MILLSTONE BYPASS CMS**

The RTC/PCC recommend:

That the Board accept the CMS analysis and endorse the CMS commitments therein.

6. **UPDATE OF THE YEAR 2020 LAND USE AND TRANSPORTATION PLAN FOR THE DELAWARE VALLEY**

The RTC/PCC recommend:

That the Board adopt the Update of the Year 2020 Plan, subject to consideration of the public comments received and the suggested changes from member agencies.

DVRPC REGIONAL CITIZENS COMMITTEE

RECOMMENDATIONS TO THE BOARD FOR MARCH 26, 1998

BOARD AGENDA ITEM

2. **FY 1998 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
MODIFICATIONS**

The RCC recommends:

- a. TIP Modification 9739 (Various SEPTA Projects)

That the Board approve TIP Modification 9739.

- b. TIP Modification 9809 (Improvements to US 1 and CR 571)

That the Board disapprove TIP Modification 9809.

3. **NEW JERSEY CONGESTION MANAGEMENT SYSTEM (CMS)**

The RCC recommends that the Board approve the proposed change in procedure to the New Jersey CMS to look at all capacity-adding projects to make determinations in a public forum as to whether further analyses are needed.

4. **I-95 SCOTCH ROAD AND I-95/NJ 31 INTERCHANGES CONGESTION
MANAGEMENT SYSTEM (CMS) STUDY REPORT**

The RCC recommends that the Board disapprove the CMS for I-95 Scotch Road and I-95/NJ 31 Interchanges. In addition, the RCC does not believe that public transit alternatives have been appropriately addressed in the CMS; in particular, extension of the R-3, West Trenton Line.

5. **IMPROVEMENTS TO US 1 AND CR 571, A.K.A. MILLSTONE BYPASS,
CONGESTION MANAGEMENT SYSTEM (CMS) STUDY**

The RCC recommends that the Board not endorse the findings of the CMS for the Millstone Bypass.

6. UPDATE OF THE YEAR 2020 LAND USE AND TRANSPORTATION PLAN FOR THE DELAWARE VALLEY REGION

The RCC did not take a position on the Update because the committee felt it did not have sufficient time to review the document. In addition, a summary of public comments was not available to the RCC. The RCC does, however, forward this suggestion: In order to facilitate more progress toward the goals of the Year 2020 Plan, DVRPC should take the lead in creating an inter-agency cooperative, coordinated working group involving the heads of the county planning departments and local municipal officials within the DVRPC region.

IN OTHER BUSINESS:

The RCC recommends that DVRPC adopt the attached resolution in an effort to maximize recycling at the agency and at The Bourse.

Alma Wynne & Jane Glenn

AlmaWynne@juno.com or 215-487-3382

Jane@shady.com or 215-482-5528

MEMORANDUM

Date: February 3, 1998
To: DVRPC/RCC Year 2020 Task Force
From: Alma Wynne & Jane Glenn
Subject: Recycled or Tree Free Paper Products and Soy-Based Inks

Action

We recommend that the DVRPC be a leader in regional sustainability by using only 100% recycled paper, with the highest post consumer content available, or tree free paper. This paper should be used for all correspondence, publications and general office, kitchen, and lavatory paper needs. Where the DVRPC does not control purchasing of those products, we suggest the purchasing party be informed of and encouraged to purchase recycled products. We also request the DVRPC patronize regionally owned suppliers and printing firms and that documents be produced with ecologically friendly inks.

Both sides of the paper should be used for printing where applicable. Other recycling procedures include the recycling of office paper, newspapers, glass bottles, and cans. It is important to notify all staff members of recycling procedures and instruct the janitorial staff of their specific assignments.

The DVRPC is encouraged to join the Greater Philadelphia Commercial Recycling Council, c/o Collaborations, Suite 308, New Market, Head House Square, Philadelphia, PA 19147 (215.238.3610). Some other groups with waste reduction and recycling information include the Pennsylvania Resources Council (www.prc.org) and the Clean Air Council (215.567.4004).

The DVRPC's choice of paper products and suppliers makes a statement as to its support of the overall health of the people, environment and economy of our region. Such action opens possibilities for continued regional developments in recycling, processing, and agriculture, which affects issues of land use, transportation, and more.

Background

Every ton of paper we recycle saves 17 trees and keeps 3.3 cubic yards of trash out of our landfills. By purchasing recycled paper products, we create a market for paper we recycle in our local programs. Fewer chemicals are used to make recycled paper than paper from virgin pulp, saving resources and reducing air and water pollution.

Tree-free papers are essentially virgin papers, made from annual crops such as kenaf, hemp, straw, and cotton. These papers are preferable to wood pulp papers in a variety of ways: many are cultivated without pesticides, require less energy and no chlorine to process, and some can be cultivated and processed in our region.

Inks consist of pigments, additives and the vehicles in which the pigments are dissolved. The vehicles are often petroleum-based. Many printers are switching to vegetable inks which have significantly lower volatile organic compound (VOC) levels. VOC's are primary contributors to air and water pollution, as well as being a hazard to pressroom workers. With vegetable based inks, the VOC level can be as low as 0-1%, compared with upwards of 25-40% for their petroleum-oil equivalents. Additional benefits from using oils derived from renewable sources are safer extraction, transportation and refining processes as well as the possibility of regional production.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ROLL CALL VOTE TALLY SHEET

BOARD MEETING OF: 3/26/98

MOTION: Approve TIP Modification 9809 - Improvements to US1 and CR5-11 (Millstone Bypass), to add the right-of-way acquisition phase to FY 2001 for \$25M and the construction phase to FY 2002 for \$25M.

PENNSYLVANIA	Present	Absent	Yes	No	Abstain
Bucks County		✓			
Chester County	✓				✓
Delaware County	✓			✓	
Montgomery County	✓			✓	
City of Philadelphia	✓		✓		
City of Chester		✓			
PA Dept. of Transportation	✓		✓		
PA Governor's Appointee		✓			
PA Governor's Policy Office	✓		✓		
PENNSYLVANIA TOTAL:	6	3	3	2	1

NEW JERSEY	Present	Absent	Yes	No	Abstain
Burlington County	✓			✓	
Camden County	✓		✓		
Gloucester County	✓			✓	
Mercer County	✓		✓		
City of Camden	✓				✓
City of Trenton		✓			
NJ Dept. Of Transportation	✓		✓		
NJ Governor's Appointee	✓		✓		
NJ Dept. of Community Affairs	✓		✓		
NEW JERSEY TOTAL:	8	1	5	2	1

TOTAL VOTE	14	4	8	4	2
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ACTION: Passed Failed

(Over)

DELAWARE VALLEY URBAN AREA COMPACT VOTING PROVISIONS

ARTICLE II, SECTION 4 -- A quorum of the Commission for the purpose of transacting business at any Commission meeting shall exist only when there are present, in person, at least five members or alternates from each of the party states including at least two of three state officials or appointees or their alternates from each state. No action of the Commission shall be effective or binding unless a majority of each party state's representatives who are present at such meeting, including at least two of the three state's officials or appointees or their alternates, shall vote in favor thereof.

TOTAL VOTING MEMBERS: 18

QUORUM: New Jersey 5 (at least 2 state officials)
 Pennsylvania 5 (at least 2 state officials)

State	Official	Present	Vote
NEW JERSEY	Mayor	1	
	City Council	4	
	County Executive	2	
	County Board of Supervisors	2	
	County Board of Education	1	
	County Board of Health	1	
	County Board of Social Services	1	
	County Board of Transportation	1	
	County Board of Economic Development	1	
	County Board of Community Affairs	1	
PENNSYLVANIA	Mayor	1	
	City Council	4	
	County Executive	2	
	County Board of Supervisors	2	
	County Board of Education	1	
	County Board of Health	1	
	County Board of Social Services	1	
	County Board of Transportation	1	
	County Board of Economic Development	1	
	County Board of Community Affairs	1	
TOTAL		18	