

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

**Minutes of Meeting of July 23, 1998**

Location: Commission Offices Bourse Building, 8th Floor 1 1 1 South Independence Mall, East  
Philadelphia, PA 19106

Membership Present	Representative
New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	Charles Bohnenberger
Pennsylvania Department of Transportation	Larry M. King
Bucks County	Charles H. Martin
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
Gloucester County	Charles Romick

Mercer County	(not represented)
City of Chester	William Payne
City of Philadelphia	Denise L. Goren
City of Camden	Edward Williams
City of Trenton	(not represented)
Non-Voting Members	
Federal Highway Administration New Jersey Division Pennsylvania Division	Lloyd Jacobs (not represented)
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 11	(not represented)
New Jersey Office of State Planning	Charles Newcomb
Federal Transit Administration, Region III	John Garrity
Southeastern Pennsylvania Transportation Authority	Richard Bickel
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Neil Weissman
New Jersey Department of Environmental Protection	(not represented)

Pennsylvania Department of Environmental  
Protection

Louis Guerra

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Pennsylvania Department of Community  
and Economic Development

Ronald K. Bednar

Regional Citizens Committee Chairman

Dennis Winters

DVRPC Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

David Garrison  
Robert A. MacDonnell

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

Guests

Pennsylvania Department of Transportation

Robert Hannigan  
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Stanley Rosenblum  
Jerry Mooney  
Al Prant

Pennsylvania Governor's Office

James Oakley

New Jersey Governor's Authorities Unit

Christine Leone-Zwillinger

Philadelphia Streets Department

Paul Lonie

Delaware County

Julie DelMuto  
Susan Hauser

City of Philadelphia

Joseph Synchron

Eddie R. Battle Associates

Eddie Battle

Philadelphia Inquirer

Jere Downs

## **Call to Order**

Incoming Chairman Colin A. Hanna called the meeting to order at 10:36 a.m.

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## **Public Comments**

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

### **1. Minutes of Meeting of June 25,1998**

On a **Motion** by Mr. Williams, seconded by Mr. Griffith; the minutes of June 25, 1998 were approved as distributed.

### **2. Endorsement of a Renewed New Jersey Transportation Trust Fund**

Stanley Rosenblum, Deputy Commissioner, NJDOT, briefed the Board and requested their endorsement for a Renewed New Jersey Transportation Trust Fund. He explained that New Jersey Governor Christine Todd-Whitman is proposing to place a referendum on the November 1998 ballot to constitutionally dedicate the four cents a gallon increase in the state's motor fuel tax for transportation purposes to be phased-in by 2001. This increase would generate an additional revenue stream of \$42 million per each cent enabling the state to maintain and preserve its transportation infrastructure, reduce congestion, complete missing highway links, and address county and municipal transportation needs. All these objectives would enhance the quality of life, promote economic growth and safeguard the environment in New Jersey.

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

**MOTION** by Mr. Beetle, seconded by Mr. Colton; that the Board endorse the Renewed New Jersey Transportation Trust Fund to be financed by a constitutionally dedicated four cents per gallon increase in the state's Motor Fuel Tax to be phased-in by 2001 by passing Resolution No. B-FY99-002 (copy attached) and authorize the Executive Director to forward Resolution to Governor Christine Todd-Whitman, NJDOT Commissioner, John J. Haley, Jr., all members of the New Jersey Legislature, and the New Jersey Congressional Delegation.

### **3. Endorsement of Open Space Preservation for the State of New Jersey's.**

John J. Coscia, Executive Director, briefed the Board on Governor Whitman's proposed plan for

Open Space preservation for the State of New Jersey. The goal of the Governor is to promote the quality of life New Jersey deserves by the preservation of one million acres of open space and farmland, the development and maintenance of parks in the cities and towns, and the preservation of historic sites.

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

**MOTION** by Mr. Griffith, seconded by Ms. Paul; that the Board endorse Open Space Preservation for New Jersey by passing Resolution No. B-FY99-004 (copy attached) and authorize the Executive Director to forward Resolution to Governor Christine Todd-Whitman, NJDOT Commissioner John J. Haley, Jr., and all members of the New Jersey Legislature and the Commissioner of the New Jersey Department of Community Affairs, Jane Kenny.

The Regional Citizens Committee (RCC) Chairman, Dennis Winters, expressed his disappointment that the RCC did not have a chance to review Resolution No. B-FY99-002 and Resolution No. B-FY99-004 prior to Board approval.

#### **4. Transportation Improvement Program (TIP) Amendments**

Mr. Jack Claffey briefed the Board on the TIP Amendments as follows:

- a. Amendment 9745 - Bridge Painting Program  
(City of Philadelphia)

The City of Philadelphia has requested that DVRPC amend the TIP by adding the construction phase of their Bridge Painting project to FY98 at a total cost of \$400,000 (\$320,000 federal, \$80,000 City).

The project involves remedial painting on selected portions of the following 10 bridges in order to prolong the lives of various structural members:

Front St. over Conrail (north of Cambria St.)  
Front St. over AMTRAK (north of Venango St.)  
Kensington Ave. over Frankford Creek (north of Hunting Park Ave.)  
McCallum St. over Cresham Creek (north of Aliens Lane)  
Pine Rd. over Pennypack Creek  
Red Lion Rd. over Conrail (west of Roosevelt Blvd.) Southampton Rd. over  
Conrail (west of Roosevelt Blvd.) Wyoming Ave. over Frankford Creek (east of  
"H" St.) 17th St./Indiana Ave. over SEPTA  
52nd St. over SEPTA (south of Baltimore Ave.)

Mr. Claffey stated that this amendment will not alter the TIP's conformity finding since the project is exempt from the Regional Air Quality Conformity (RAQC) 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 Ms. Goren, seconded by Mr. Carson; that the Board approve TIP Amendment 9745, the City of Philadelphia's request to amend the FY 1998-2000 TIP to include a project to paint ten bridges, at a cost of \$400,000, which will be made available from the Gowen Avenue Bridge project.

- b. Amendment 9746 - Winding Way Extension  
(Newtown Township, Delaware County)

The Pennsylvania Department of Transportation (PennDOT) has requested that DVRPC amend the TIP by adding the Winding Way Extension project to FY98 at a cost of \$300,000 for engineering, \$50,000 for right-of-way acquisition, and \$2.450 million for construction, using 100% State funds.

The project involves extending Winding Way into the northwest quadrant of the PA 3/PA 252 intersection (Newtown Township, Delaware County) to serve the new SAP America, Inc. facility.

Favorable recommendation was received from the PCC/RTC to approve TIP Amendment 9746.

The recommendation from the RCC was for the Board to deny approval of TIP Amendment 9746 because it encourages single occupancy vehicle (SOV) usage and the RCC reiterates its position that bicycle and pedestrian considerations, as mandated by TEA-21, should be part of all federal and state-funded projects.

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

**MOTION** by Mr. King, seconded by Mr. Pickett; that the Board approve TIP amendment 9746, PennDOT's request to amend the FY 1998-2000 TIP to include the Winding Way Extension (northwest quadrant of the PA31/PA 252 intersection in Newtown Township, Delaware County), at a total cost of \$2.8 million (100% state funds), conditional upon this

project being found in air quality conformity.

c. Amendment 9748 - Market Street/Convention Center Passenger  
Information Center (City of Philadelphia)

The City of Philadelphia has requested that DVRPC amend the TIP by adding the engineering and construction phases of the Market Street/Convention Center Passenger Information Center to FY98 at a total cost of \$325,000 (\$25,000 engineering, \$300,000 construction). The FHWA will provide 80% of the total cost, with the City's Redevelopment Authority providing the 20% local match.

The project involves the design and construction of a comprehensive system of "way finding" features to provide pedestrians with directional signage and general information. This program is designed to accommodate the large number of visitors to the Pennsylvania Convention Center that use public transportation as well as daily commuters. In addition to the signage and graphics, an information booth will provide personalized service regarding both the attractions of the City and specific information on public transit facilities.

This amendment will not alter the TIP's conformity finding since the project is exempt from the RAQC Analysis.

Due to the late addition of this TIP amendment to the Agenda, a recommendation was not made by the PCC/RTC or the RCC. Dennis Winters, RCC Chairman, expressed the RCC's disappointment in not being able to review TIP Amendment 9748 before Board approval.

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

**MOTION** by Ms. Goren, seconded by Mr. Bohnenberger; that the Board approve TIP Amendment 9748, the City of Philadelphia's request to amend the FY 1998-2000 TIP by adding the engineering and construction phases of the Market Street/Convention Center Passenger Information Center to FY98 at a total cost of \$325,000 (\$25,000 engineering, \$300,000 construction).

d. Amendment 9744 - City-Wide Geographic Information System (GIS)

## Development (City of Philadelphia)

The City of Philadelphia has requested that DVRPC amend the TIP by adding the engineering phase for a City-Wide GIS Development project to FY98 at a total cost of \$200,000.

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The project involves the development of a GIS which will compile all hard-copy roadway and transportation facility data and will be used both internally as well as shared with other agencies and City departments.

Joseph R. Synchron, Chief Engineer and Surveyor, City of Philadelphia, explained to the Board the immediate need for the establishment of this city GIS. He explained that the City has done a consultant search and is close to entering into a contract with a selected consultant and would like to begin work as soon as **possible**. The development of this GIS would allow greater communication of transportation data and information between the city and the counties.

Several areas of concern were expressed by the Board and the staff as follows: (1) extent of additional costs beyond the requested \$200,000, (2) may need federal and local cost-sharing depending on the percentage of local use of the GIS, (3) precedence setting of using federal funds from the TIP for this type of project, (4) uniform and compatible technical specifications between the cities and counties for ease of operation, and (5) a continuing funding source to maintain the GIS efficiently.

It was requested and agreed upon that the DVRPC staff survey all the cities, counties and operating agencies and prepare a report which identifies a regionally unified GIS for review by the Board at its September meeting.

It was also suggested that the DVRPC Co-counsel investigate a GIS data distribution policy for generating revenue.

The PCC/RTC, at its July 7, 1998 meeting, decided to postpone action to approve TIP Amendment 9744 until further information was available for this project, therefore, no recommendation was forwarded to the Board.

The RCC recommends that the Board approve TIP Amendment 9744, provided that all information generated by the project be readily accessible to the public, including Internet access.



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

**MOTION** by Mr. Ware, seconded by Mr. Loeben; that the Board approve TIP Amendment 9744, the City of Philadelphia's request to amend the FY 1998-2000 TIP to include the engineering phase for a City-Wide GIS Development project at a total cost of \$200,000.

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**US 202 (Section 300 Improvement Project)**

PennDOT and Chester County have requested that DVRPC amend the TIP by adding the preliminary engineering phase of the US 202 (Section 300) Improvement Project to FY98 at a total cost of \$750,000 (80% federal, 1 0% state, 1 0% local).

The project involves widening approximately 6.7 miles of roadway, generally within the median, to add one travel lane in each direction; interchange modifications; and the installation of noise walls.

This amendment will not alter the TIP's conformity finding since the project is drawn from the conforming Year 2020 Plan.

Due to the late addition of this TIP amendment to the Agenda, a recommendation was not made by the PCC/RTC or the RCC.

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

**MOTION** by Mr. Carson, seconded by Mr. Colton; that the Board approve amending the TIP by adding the preliminary engineering phase of the US 202 (Section 300) Improvement Project to FY98 at a total cost of \$750,000 (80% federal, 1 0% state, 1 0% local).

**6. FY 1999 Planning Work Program Amendment for US Route 202 (Section 300) PennDOT Project Level Preliminary Engineering**

DVRPC has been asked to assist PennDOT to advance the planning and engineering of improvements to US 202; Section 300 in Chester County. The work will conform to Federal

Highway Administration rules, contribute to project level planning requirements and achieve environmental clearances.

The total DVRPC effort has not been determined, however, \$50,000 will provide for development of the detailed scope of services and initiate the work. Additional funds may need to be provided.

Due to the late addition of this Work Program Amendment to the Agenda, a recommendation was not made by the PCC/RTC or the RCC.

The Board adopted the following **motion**:

**MOTION** by Mr. King, seconded by Mr. Carson; that the Board amend the FY 1999 Planning Work Program to include the US Route 202 (Section 300) PennDOT Project Level Preliminary Engineering and authorize the Executive Director to file any required application negotiate, enter into, and execute any necessary contracts.

**7. Annual Self-Certification of the Regional Transportation Planning Process**

Mr. Coscia briefed the Board Resolution No. B-FY99-001 for DVRPC's Self-Certification of the Regional Transportation Planning Process. The Self-Certification is an annual federal requirement wherein the region must assert that it is following all relevant federal laws and regulations in its transportation planning process.

No recommendation was received from the PCC/RTC or the RCC to adopt Resolution No. B-FY99-001. Dennis Winters, again expressed his disappointment in that the RCC did not review this agenda item.

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

**MOTION** by Mr. Carson, seconded by Mr. Beetle; that the Board adopt the DVRPC Self-Certification of the Transportation Planning Process by passing Resolution No. B-FY99-001 (copy attached).

**8. FY 1999 DVRPC Regional Airport Capital Improvement Program (AIP) Recommendations for the Delaware Valley Region**

Roger Moog, DVRPC Staff, briefed the Board on the FY 1999 DVRPC Regional Capital AIP recommendations for the Delaware Valley Region. The Federal Aviation Administration (FAA) requires DVRPC to develop a regional capital program of current airport improvement projects to be considered for FAA funding in FY 1999 (October 1, 1998 - September 30, 1999).

Mr. Moog referenced the memo, dated July 14, 1998, distributed to the Board which describes the FY 1998 funding distributed to regional airports by the FAA and through the states of New Jersey and Pennsylvania. The state's funding includes state generated aviation funds and federal block grant distributions decided by the state's aviation offices. The FY 1998 Regional Airports Grants totaled \$22.9 million, a significant increase over FY 1997, with monies for small airports increasing significantly.

Since the FY 1998 state and federal grant activity in the region generally yields a positive conclusion that the region is progressing satisfactorily toward the design

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aviation system prescribed in the 2020 RASP, Mr. Moog, explained that the DVRPC staff and the Regional Aviation Committee (RAC) examined the areas where deficiencies in funding still exist as a basis for the FY 1999 recommendations.

The deficiencies identified are: (1) preservation of privately owned regional airports, (2) runway extensions, (3) additional capital needs at Philadelphia International Airport for new runway, new terminal areas and road access to those terminals, and (4) hanger capacity.

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

**MOTION** by Mr. Loeben, seconded by Mr. Pickeft that the Board adopt the FY 1999 DVRPC Regional Airport Capital Improvement Program Recommendations for transmittal to FAA and the states of Pennsylvania and New Jersey for appropriate integration in the appropriate Airport Improvement Program by passing Resolution No. B-FY99-003 (copy attached).

**9. 1997 DVRPC County and Municipal Population, Household, and Employment Estimates**

Ridgeley P. Ware, Burlington County, reported that the 1997 DVRPC County and Municipal Population, Household, and Employment Estimates were reported at the June 25, 1998 Board Meeting. However, no action was taken at that meeting due to

the concerns on the population counts for Bucks, Camden, and Mercer Counties. Since that time, DVRPC staff met with each of these municipalities and reached agreement on the final estimates.

Mr. Ware, as Chairman of the Board Policy Analysis Committee, then reported that the Committee met before the Board meeting to discuss and review the revised estimates. The Committee is in agreement with the final population estimates, distributed to the Board, and is recommending Board approval.

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

**MOTION** by Ms. Goren, seconded by Mr. Beetle; that the Board approve the 1997 DVRPC County and Municipal Population, Household, and Employment Estimates.

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10. **DVRPC Position on Year 2000 Census**

Mr. Ware reported the Board Policy Analysis Committee's recommendation for DVRPC's Position on the Year 2000 Census. The Committee recommends that the staff continue further research as to the advantages and disadvantages of the use of statistical sampling for the Delaware Valley region.

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

**MOTION** by Mr. Loeben seconded by Ms. Goren; that the Board approve the recommendations of the Board Policy Analysis Committee to continue to further investigate the relative advantages and disadvantages of a sampling approach for the Year 2000 Census.

11. **Transportation Investment Study for the Proposed 1-295 /1-76 NJ Route 42 Interchange**

Donald Shanis, DVRPC Staff, presented to the Board the proposed Transportation Investment Study (TIS) for the 1-295 /1-76 NJ Route 42 Interchange which is one of the most congested in southern New Jersey. The study will identify alternatives for the interchange and see if the project can be modified in some way to make it the most meaningful investment possible.

The major role for DVRPC in the study will be to lead the public outreach effort. With technical support from NJDOT's consultant, URS Greiner (URSG), DVRPC and NJDOT will form a project Steering Committee composed of representatives of various agencies, elected officials, and interest groups. The Steering Committee will review the problem statement and the alternatives evaluation methodology. The Steering Committee will also assist in identifying,

evaluating, and selecting the final alternatives, including the locally preferred investment strategy. The alternatives to be considered in the transportation investment study will include the No-Build, safety/operational improvements, incident management and Intelligent Transportation Systems, highway alternatives, HOV, Park/Ride and transit. Dr. Shanis requested that the Board review the list of Steering Committee members (distributed to the Board) and contact staff with any additional members they feel should be added.

## 12. Chairman's ReDort

Chairman Hanna informed the Board members that he had made Committee Appointments for FY 1999 as stated in his memo of July 23, 1998 (distributed to the Board).

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## 13. Executive Director's Report

### a. IMPACTS Conference held on July 1-2, 1998

Mr. Coscia reported that the IMPACTS Conference held on July 1-2, 1998 brought together transportation officials from all over the world and the major cities. He thanked Denise Goren, City of Philadelphia, for the efforts put forth by the city in making this an outstanding conference.

### b. DVRPC / PennDOT July 9, 1998 Meeting on Development of PennPlan

Mr. Coscia reported that on July 9, 1998, DVRPC attended a meeting with PennDOT to discuss the new State Plan (PennPlan). He explained that it would be a corridor based, facilities-oriented planning effort. Under the guidance of PennDOT, a broad constituency will be coming together to help shape the plan.

### c. DVRPC / NJDOT July 10, 1998 Meeting on Statewide Corridor Plan

Mr. Coscia reported that a very productive meeting was held with DVRPC and NJDOT to discuss a new approach to develop the framework for NJDOT's statewide corridor planning.

At this point in the meeting, Mr. Coscia announced that Lloyd Jacobs, Planning Director, Federal Highway Administration, New Jersey Division, is retiring. Mr. Coscia thanked Mr. Jacobs for his contributions and his active participation in working with the MPO'S, local and county governments, and the state DOT'S.

d. Year 2000 Imagery Acquisition Committee Meeting of June 30, 1998

Michael Ontko, DVRPC Staff, reported the activities of the Year 2000 Imagery Acquisition Committee at their meeting of June 30, 1998. He explained that because of the increased costs of technology and the desire to acquire a higher quality product, the Commission can no longer fund the full cost of aerial photography. A series of cost-sharing scenarios was reviewed at their meeting which showed where the project costs would be allocated between DVRPC, its member governments, and/or a third party such as a participating private utility provider. Cost-sharing and products sharing agreements should be in place by fall 1998, so project funding can be allocated during the formulation of the FY 2000 Work Program.

**14. DVRPC's Regional Information Network (RIN)**

Barry Seymour, DVRPC Staff, presented to the Board DVRPC's progress on its Regional Information Network (RIN) which will provide maps and data via the Internet to member governments, operating agencies and the interested public. DVRPC's web site was projected on screen and Mr. Seymour demonstrated to the Board the on-line interactive GIS mapping now available.

**I 5. Committee Reports**

The items in the following committee reports were previously reported under the appropriate agenda items: (a) PCC/RTC, (b) RCC, and @ Board Policy Analysis Committee. The Tri-County Water Quality Management Board report was also distributed to the Board.

**NEW BUSINESS**

Richard Bickel, SEPTA, called the Board's attention to the RCC Resolution entitled: *Consideration of Public Transportation Projects* (distributed to the Board). He believes that some of the data requested is burdensome for project sponsors. He requested that DVRPC staff and the PCC/RTC carefully reviewed these considerations to assure that the list of criteria can be achieved at a reasonable cost. Mr. Coscia assured Mr. Bickel that these considerations would be reviewed.

Before adjourning the meeting, Chairman Hanna stated that several action items on the Agenda had not been reviewed by the PCC/RTC or the RCC. He commented that the DVRPC staff

should make every effort to prevent this from occurring in the future.

There being no further business, the meeting was adjourned at 12:42 p.m.

Attachments:

- (1) Resolution No. B-FY99-001, B-FY99-002, B-FY99-003 and B-FY99-004
- (2) PCC/RTC Recommendations to the Board for July 23, 1998
- (3) RCC Recommendations to the Board for July 23, 1998

Additional Documents Distributed to the Board:

- (1) Daily Local News article entitled: *202 Fund Raising Gains Momentum* dated July 22, 1998
- (2) Progress, Surface Transportation Policy Project article entitled: *TEA-21 - More Than a Free Refill*
- (3) Pennsylvanian Magazine article entitled: *Time to be Counted and The Census 2000 LUCA Program: Getting It Right*, July 1998
- (4) Alert, July 1998
- (5) *Freight Lines*, July 1998
- (6) *TravelSmart*, July 13, 1998

**PLANNING COORDINATING COMMITTEE/  
REGIONAL TRANSPORTATION COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR  
JULY 23,1998**

**BOARD  
AGENDA ITEM**

**2. Pennsylvania TIP Amendments**

a. TIP Amendment 9745

The RTC/PCC Recommend:

That the Board approve TIP Amendment 9745, The City of Philadelphia's request to amend the FY 1998-2000 TIP to include a project to paint 10 bridges, at a cost of \$400,000, which will be made available from the Gowen Avenue Bridge project (TIP #9682B).

b. TIP Amendment 9746



The RTC/PCC Recommend:

That the Board approve TIP Amendment 9746, PennDOT's request to amend the FY 1998-2000 TIP to include the Winding Way Extension (northwest quadrant of the PA 31/PA 252 intersection in Newtown Township, Delaware County), at a total cost of \$2.8 million (100% state funds), conditional upon this project being found in air quality conformity.

3. FFY 1999 Airports Capital Program Recommendations

The RTC/PCC Recommend:

That the Board endorse the recommendations of the Regional Aviation Committee for improvements to the regional airport system in FFY 1999.

4. FY 1999 Planning Work Program Amendment

The RTC/PCC Recommend:

That the Board amend the FY 1999 Planning Work Program to include the Transportation Investment Study for the Proposed improvements to the 1-295/1-76/NJ Route 42 Interchange.

(over)

**IN OTHER BUSINESS**

1. The RTC tabled a motion to amend the FY 1998-2000 TIP for the City of Philadelphia's GIS project.
2. The RTC elected Leo Bagley, representing Montgomery County, as Chair for FY 1999. Jerry Mooney was elected Vice Chair.
3. The RTC agreed to hold its October meeting on September 29, 1998, in order to avoid conflict with the Pennsylvania Planning Association conference scheduled for October 5, 6, and 7.
4. PennDOT advised the RTC that a TIP amendment to advance preliminary engineering funds for Route 202 Section 300 may be forthcoming in July pending favorable funding discussions.

**DVRPC REGIONAL CITIZENS COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR 3-JULY 239 1998**

**BOARD  
AGENDA ITEM**

**2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS**

The RCC recommends:

- a. TIP Amendment 9745 (Bridge Painting Program) That the Board approve TIP Amendment 9745.

- b. TIP Amendment 9746 (Winding Way Extension)

That the Board deny approval of TIP Amendment 9746 because it encourages single occupancy vehicle (SOV) usage., The RCC takes this opportunity to reaffirm its position that bicycle and pedestrian considerations, as mandated by TEA-21, should be part of all federal and state funded projects.

**5. FY 1999 DVRPC REGIONAL AIRPORT CAPITAL IMPROVEMENT PROGRAM (AIP) RECOMMENDATIONS FOR THE DELAWARE VALLEY REGION**

The RCC recommends that the Board endorse the recommendations of the Regional Aviation Committee for improvements to the regional aviation system in FY 1999.

**IN OTHER BUSINESS:**

**TRANSPORTATION INVESTMENT STUDY FOR THE PROPOSED 1-295/1-76, NJ ROUTE 42 INTERCHANGE**

The RCC recommends that the Board support the Transportation Investment Study. The RCC views this largely as a transportation capacity problem. We believe that transit alternatives can significantly, or even fully, address the mobility pressures of the area; the Burlington-Gloucester MIS needs to be considered. Specifically, the alternatives to be studied should include:

1. Light rail and modified light rail (modified PATCO) alternatives to Mantua where the Camden-Glasboro freight line intersects Route 55;
2. Furthermore, Atlantic City Rail Line improvements should include
  - a. The addition of one peak hour peak direction round-trip;

- b. Lessen travel time of each run by 20 - 35 minutes to what it was 50 years ago;
- C. Directly extend service to Suburban Station.

In addition, the RCC encourages vigorous consistency with the New Jersey State Development and Redevelopment Plan, with particular emphasis on the transportation improvements listed above.

### **TIP AMENDMENT 9744**

The RCC recommends that the Board approve TIP Amendment 9744, provided that all information generated by the project be readily accessible to the public, including Internet access.

### **CRITERIA FOR HIGHWAY AND TRANSIT PROJECTS**

The RCC will send a letter to John Coscia regarding the RCC's project evaluation criteria, urging their distribution within the agency and stating that these criteria will be addressed to each staff person making a presentation. This letter will point out that these criteria were approved and sent to John Coscia approximately two years ago and are important for project evaluation. A copy of the criteria is attached to this document.

### **CMAO RANKING PROCESS**

The RCC recommends that the Board take a stand supporting citizen involvement in the CMAQ and TE ranking process, using a diverse stakeholder group as exemplified by the previous procedures under ISTEA; this process should be promoted in both Pennsylvania and New Jersey.

**No. B-FY99-  
001**

## **RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

### ***DVRPC SELF-CERTIFICATION OF THE TRANSPORTATION PLANNING PROCESS***

**WHEREAS**, the USDOT Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) which implement the planning provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Section 1024 of Public Law 102240, 23 USC Sec.134 and 49 USC Sec. 5303), requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with all applicable regulations; and

**WHEREAS**, Rulemaking for the new TEA-21 has not been developed as of this date, but it is

presumed that the Annual Self Certification requirements remain the same; and

**WHEREAS**, the Federal Planning Regulations require that a continuing, cooperative, and comprehensive transportation planning process be carried out by the State and Local officials; and

**WHEREAS**, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act (42 USC Sec. 7504 and Sec. 7506 (c) and (d)), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

**WHEREAS**, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the proposed Transportation Improvement Program, Year 2020 Long Range Plan and planning process; and

**WHEREAS**, the TIP has been financially constrained by year as required by Section 450.324(e) of the Planning Regulations; and

**WHEREAS**, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec. 324 and under 49 USC Sec. 794 have been met; and

**WHEREAS**, the requirements of Section 1003(b) of ISTEA regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects have been met; and

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**WHEREAS**, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and USDOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and

**WHEREAS**, the Congestion Management System (CMS) phase-in requirements for nonattainment Transportation Management Areas (TMAS) as outlined in Section 450.336 of the Planning Regulations have been met;

**NOW, THEREFORE, BE IT RESOLVED**, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the Philadelphia, Camden, Trenton, and Pottstown Urbanized Areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on

Metropolitan Transportation Planning.

Adopted this 23rd day of July 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.

J@n L. McKin-ney, 'We-cordingtsecretary

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B-FY99-002

## **RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

### **ENDORSEMENT OF A RENEWED NEW JERSEY TRANSPORTATION TRUST FUND TO BE FINANCED BY A CONSTITUTIONALLY DEDICATED FOUR CENTS PER GALLON INCREASE IN THE STATE'S MOTOR FUEL TAX TO BE PHASED-IN BY 2001**

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

**WHEREAS**, in compliance with its federal mandates under the Transportation Equity Act for the 21st  
Century (TEA-21) and in partnering with the State of New Jersey, the DVRPC recognized  
the nexus between sound transportation investments and the public policy objectives of:  
enhancing the quality of life, promoting economic growth and safeguarding the environment;  
and

**WHEREAS**, New Jersey faces a huge backlog of needed transportation projects critical to the health  
and future growth of the state's economy which can only be partially addressed with available

federal and state resources; and

**WHEREAS**, absent a refinanced State Transportation Trust Fund, New Jersey's roads, bridges and public transit system will be at risk; and

**WHEREAS**, a renewed Transportation Trust Fund predicated upon a 4 cents per gallon increase in the state's motor fuel tax would generate an additional revenue stream of \$42 million per each cent -- enabling the state to maintain and preserve its transportation infrastructure, reduce congestion, complete missing highway links, and address county and municipal transportation needs;

**NOW, THEREFORE, BE IT RESOLVED** that the DVRPC supports a renewed Transportation Trust Fund financed by a 4 cents a gallon increase in the state's motor fuel tax to be phased in over three years as follows: 1 -cent in 1999, 2-cents in 2000, and 1 cent in 2001;

**BE IT FURTHER RESOLVED**, that the DVRPC supports the Governors proposal to give the people of the state the opportunity to be heard by placing on the November 1998 ballot a referendum to constitutionally dedicate the 4 cents a gallon increase in the motor fuel tax for transportation purposes;

Page 1 of 2 (over)

**WHEREAS**, the Congestion Management System (CMS) phase-;n requirements for

nonattainment Transportation Management Areas (TMAS) as outlined in Section 450.336 of the Planning Regulations have been met;

**NOW, THEREFORE, BE IT RESOLVED**, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the Philadelphia, Camden, Trenton, and Pottstown Urbanized Areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning.

Adopted this 23rd day of July 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.

**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

**FY 1999 DVRPC REGIONAL AIRPORT IMPROVEMENT PROGRAM**

**WHEREAS**, the Delaware Valley Regional Planning Commission (DVRPC) is responsible for airport planning in the twelve counties comprising the Philadelphia and Wilmington metropolitan areas; and

**WHEREAS**, the Federal Aviation Administration (FAA) provides both formula-based entitlement and discretionary funds to some regional airports, and block grants to New Jersey and Pennsylvania for capital improvement needs through its Airport Improvement Program; and

**WHEREAS**, the Harrisburg Airports District Office of the FAA requires DVRPC to develop a regional capital program of current airport improvement projects to be considered for funding in FY 1999, an activity which is one component of DVRPC's continuing Regional Airport System planning program funded through the FAA; and

**WHEREAS**, DVRPC has contacted all eligible regional system airports through the Regional Aviation Committee process to identify projects to be considered for federal aid in FY 1999 and beyond; and

**WHEREAS**, all proposed projects have been analyzed with regard to regional demand and capacity, scheduling, local match, owner commitment and capability, and federal funding history to determine project timing and priority, and have been found consistent with the facility objectives of the 2020 Regional Airport System Plan; and

**WHEREAS**, the public capital needs for the FY 1999 program total over \$44 million, with the federal share being 90% for discretionary and block grants to general aviation airports and 75% to commercial airports, and the state share depending on project and federal participation; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of the Delaware Valley Regional Planning Commission that the FY 1999 DVRPC Regional Airport Capital Improvement Program Recommendations be adopted, for transmittal to the FAA and the states of Pennsylvania and New Jersey for integration in the appropriate Airport Improvement Program.

Adopted this 23th day of July 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.

**B-FY99-**

**004**

## **RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

### **ENDORSEMENT OF OPEN SPACE PRESERVATION**

#### **FOR THE STATE OF NEW JERSEY**

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

**WHEREAS**, Governor Christine Todd Whitman has proposed a plan to promote the quality of life New Jersey deserves by the preservation of one million acres of open space and farmland, the development and maintenance of parks in our cities and towns, and the preservation of historic sites; and



**WHEREAS**, the DVRPC acknowledges the value of preserving open space and farmland, developing and maintaining our parks and preserving our historic sites as essential to the quality of life of the citizens of New Jersey and visitors to this state; and

**WHEREAS**, the preservation of open space in strategic areas of the state's transportation system and in certain locales can offset potential and costly remedial efforts to mitigate noise pollution and to reduce flooding; and

**WHEREAS**, the preservation of open space can be used strategically to manage the impacts of new development on the efficient movement of people and goods within our region and state;

**NOW, THEREFORE, BE IT RESOLVED**, that the DVRPC supports the goal of the Governor to preserve one million acres over the next ten years and to enhance the quality of life of all of the state's citizens.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be forwarded to Governor Christine Todd Whitman, NJDOT Commissioner John J. Haley, Jr., NJDCA Commissioner Jane Kenny, and all members of the New Jersey Legislature.

Adopted this 23rd day of July 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.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of July 23,1998

Location: Commission Officer Bourse Building, 8th Floor 1 1 1 South Independence Mail, East Philadelphia,  
PA 19106

Membership Present	Representative
New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	Charles Bohnenberger
Pennsylvania Department of Transportation	Larry M. King
Pennsylvania Counties	Charles H. Martin
New Jersey Counties	Ridgeley P. Ware Carol Ann Thomas
City of Philadelphia	Denise L. Goren
City of Camden	Edward Williams
DVRPC Counsel	
Pennsylvania Co-Counsel	David Garrison
New Jersey Co-Counsel	Robert A. MacDonnell

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

## Guests

Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	Stanley Rosenblum Jerry Mooney Al Prant
Pennsylvania Governor's Office	James Oakley
New Jersey Governor's Authorities Unit	Christine Leone-Zwillinger
Philadelphia Streets Department	Paul Lonie
Delaware County	Julie DelMuto Susan Hauser
City of Philadelphia	Joseph Synchronick
Eddie R. Baffle Associates	Eddie Battle
Philadelphia Inquirer	Jere Downs

**Call to Order**

Incoming Chairman Colin A. Hanna called the meeting to order at 12:43 p.m.

**1. Minutes of Meeting of June 25, 1998**

On a **Motion** by Mr. Ware, seconded by Ms. Goren; the minutes of June 25, 1998 were approved as distributed.

**2. Update of DVRPC Bidding Requirements**

Mr. Coscia briefed updated the Board on the DVRPC Bidding Requirements. He explained that the Commonwealth of Pennsylvania and the State of New Jersey have established successful Cooperative Purchasing Agreements to permit more efficient purchase of goods and services. Since DVRPC is an eligible participant in these programs, the Commission has used them to acquire most of its more significant purchases. However, for items not available under these cooperative purchasing agreements, DVRPC is employing bidding requirements of phone/fax bids for any item over \$100.00 and formal written bids for items over \$500.00.

It is proposed to improve the efficiency of the Commission's procurement procedures through adoption of the following bidding requirements for the purchase of

Commission goods and services not available through either the Commonwealth of Pennsylvania or State of New Jersey cooperative agreements:

- a. Items under \$2,500.00 would not be formally bid although competitive price information Would be solicited as appropriate to assure prudent use of funds.
- b. Items from \$2500. 00 to \$1 0, 000. would be subject to competitive phone/fax bids from a minimum of three (3) vendors.
- c. Items over \$1 0,000.00 would be subject to formal competitive written bids from a minimum of three (3) vendors.

Professional services contracts in excess of \$10,000.00 would continue the current practice of requiring Executive Committee approval prior to execution, except where such services (e.g.; annual lease payments to the Bourse Building) are identified in the current year's approved budget.

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

**MOTION** Mr. Ware, seconded by Mr. Colton; that the Board authorize the Executive Director to implement the proposed bidding limits in the procurement of DVRPC goods and services.

Denise Goren, City of Philadelphia, requested a one page justification to explain the exact meaning of the words "as appropriate" in the context of item a. above. Mr. Coscia agreed to have staff prepare an explanation to become part of the bidding requirements.

### **3. Work Program Progress Report - Fourth Quarter Fiscal Year 1998**

Mr. Coscia reported on the Work Program Progress Report - Fourth Quarter Fiscal Year 1998 (distributed to the Board) as being successfully completed, on schedule, and within budget.

### **NEW BUSINESS**

Ms. Goren suggested that better communication and partnerships be formed with DVRPC and area universities to coordinate planning efforts in the region. The Board supported Ms. Goren's suggestion and felt that all member governments, State DOT's and operating agencies should also become involved in this effort.

There being no further business, the meeting was adjourned at 12:50 p.m.