

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
BOARD COMMITTEE**

Minutes of Meeting of February 25,1999

Location: Commission Officer The Bourse Building, 8th Floor 1 1 1 S. Independence
Mall, East Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

John H. Moore

Governor of New Jersey's Appointee

Jerrold D. Colton

Governor of Pennsylvania Appointee

(not represented)

Pennsylvania Governor's Policy Office

Charles Bohnenberger

Pennsylvania Department of Transportation

Thomas TenEyck

Bucks County

Charles H. Martin

Chester County

Charles C. Coyne

Delaware County

John E. Pickeft

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann Thomas

Camden County

J. Douglas Griffith

Gloucester County

Morris Bayer

Mercer County

Donna Lewis

City of Chester

(not represented)

City of Philadelphia	Denise L. Goren
City of Camden	(not represented)
City of Trenton	(not represented)
Non-Voting Members	
Federal Highway Administration	
New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	Daniel Ryan
U.S. Environmental Protection Agency, Region 11	(not represented)
New Jersey Office of State Planning	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	(not represented)
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Lou Guerra
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Dennis Winters
DVRPC Counsel	
Pennsylvania Co-Counsel	Kenneth Zielonis

DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene, Donald Shanis, Thabet Zakaria, Charles Dougherty, Thomas McGovern, Richard Bickel, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)
Aubrey Lewis (Dist. 6-0)
Jain Alexander

New Jersey Department of Transportation

Jerry Mooney
Al Prant

Cross County Connection TMA

William Ragozine

Eddie Battle Associates

Eddie Battle

Bicycle Coalition of the Delaware Valley

Sue McNamara

Bicycle Federation of America

William C. Wilkinson, III

Surface Transportation Policy Project

Christopher Bender

Ambler Resident

Bridget Chadwick

Philadelphia Resident

Ann Dixon

Regional Citizens Committee

Claudia N. Crane

University of Pennsylvania

Allison Arifaa
Ricardo Marana

Jere Downs

Philadelphia Inquirer

Call to Order

Vice Chairman Jerrold D. Colton 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.

Representatives from the Bicycle Coalition of the Delaware Valley, the Bicycle Federation of America, the Surface Transportation Policy Project, and residents of Ambler and Philadelphia stated their disappointment in that the DVRPC Board at its meeting of January 21, 1999, voted to exclude a citizen representative from the bicycling community on the CMAQ committee (correspondence attached).

1. **Minutes of Meeting of January 21,-1999**

On a **motion** by Mr. Coyne, seconded by Mr. Moore; the minutes of January 21, 1999 were approved as distributed.

2. **Transportation Improvement Program (TIP) Modification and Amendment**

John B. Claffey, DVRPC staff, briefed the Board on the TIP Modification and Amendment as follows:

a. **Modification 9821 - TIP Projects in FY 1999 (New Jersey Transit)**

New Jersey Transit has requested that DVRPC approve a series of modifications to the continuing FY 1998-2002 TIP for projects in FY 1999. These changes are necessary in order to make the TIP consistent with the actual FTA apportionments, which are higher than what was originally anticipated when the TIP was developed. The total increase to the FY 1999 programmed amount will be \$7.687 million.

All of the projects (except for the Southern New Jersey LRT) are exempt from the regional air quality conformity analysis. The Southern New Jersey LRT project revision will not alter the conformity finding since the concept and design scope have not changed.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC).

The Regional Citizens Committee (RCC) recommends that, in the future, any presentation of changes in the capital programs of transit or transportation agencies be accompanied by a conceptual framework that reveals the impacts on the long-term regional plan, consistent with the long-term agency plan. The RCC declined in taking action on TIP Modification 9821 because of a lack of definition in the accompanying document.

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

MOTION by Mr. Moore, seconded by Ms. Thomas; that the Board approve TIP Modification 9821, New Jersey Transit's request for a series of modifications to projects in the 1999 portion of the FY 1998-2002 TIP in order to make the TIP consistent with actual FTA apportionments.

b. Amendment 9822 - Cooper Hospital Helipad (NJDOT), Camden County

NJDOT has requested that DVRPC amend the TIP by adding the Cooper Hospital Helipad Relocation project, at a total cost of \$2.3 million (\$1.5 million demo funds, \$800,000 private sector funds). This project will relocate the existing helipad 150 feet from the parking garage to the hospital in order to eliminate the time emergency patients currently spend traveling down the garage roof, across to the hospital, and up to the trauma center. The hospital intends to construct the project this summer, when one of the elevators can be closed down without impeding medical services.

Financial constraint will be maintained since federal funds have been earmarked for this project in TEA-21.

This project is exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC and the RCC.

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

MOTION by Ms. Thomas, seconded by Mr. Moore; that the Board approve TIP amendment 9822, NJDOT's request to amend the FY 1998-2002 TIP to include the Cooper Hospital Helipad Relocation project, using \$1.5 million in TEA-21 Demo funds and \$800,000 of private funds, and to seek Advance Construct authority in order to initiate the project in FY 1999.

3. FY 1999 Work Program Amendment: New Jersey Household Travel Survey

Mr. Claffey briefed the Board on this Work Program Amendment and explained that a household travel survey is generally conducted each decade to coincide with the US Census of Population to obtain information on work and non-work trip generation.

Updated household travel information is essential for all transportation planning activities for automobile, transit, bicycle, and pedestrian studies; for air quality analyses; and for land use planning. The last survey was conducted in 1987 by the New Jersey Department of Transportation (NJDOT).

NJDOT is now in the process of completing a new household travel survey for

northern New Jersey, and has requested DVRPC to conduct a similar survey for the eight counties in southern New Jersey. The survey will be divided into a DVRPC region and a South Jersey Transportation Planning Organization (SJTPO) region. All activities will be consistent with the northern New Jersey survey and will span two years.

Selected households will be asked to record all trips taken and activities conducted by household members during a selected sample day. This information will be expanded for the total population and serve in the transportation and land use planning process.

The data will be collected by telephone interview using a contractor specializing in conducting household interview surveys. DVRPC will design the survey, prepare the Request for Proposals, select the contractor, and analyze the results.

The estimated total cost is \$395,000 in Federal Highway Administration funds from NJDOT.

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

MOTION by Mr. Moore, seconded by Mr. Coyne that the Board approve amending the FY 1999 Planning Work Program to include the New Jersey Household Travel Survey and authorize the Executive Director to enter into, negotiate and execute an agreement with the NJDOT for the Household Travel Survey for Southern New Jersey.

4. Pennsylvania Transportation Enhancement (TE) Prooect Selection

Mr. Claffey explained that Pennsylvania Department of Transportation (PennDOT) has received 400 applications statewide for the 1999 competitive TE Program; 106 of those applications are for projects within the region. MPOs were asked to identify 1/3 of the projects within their respective districts as "high priority" by March 1, for further consideration by the statewide TE Advisory Committee (TEAC). DVRPC staff, in consultation with county/city planning staffs and PennDOT, District 6, have compiled a draft list identifying 36 applications as "high priority."

Favorable recommendation was received from the PCC/RTC.

The RCC endorsed the list of High Priority TE projects with the exclusion of #1 19, *Main Street Gateway*, due to the vagueness of the project description and the fact that it proposes duplicating facilities that are already available. The RCC also believes that it should be involved earlier in the TE decision-making process, specifically during the formulation of criteria and project selection. The RCC's role in the process, at this time, is unclear.

Commissioner Charles Martin, Bucks County, requested the Board amend the draft High Priority TE Project list by eliminating project #39, *Revitalization of Doylestown Train Station*, and that it be replaced with a project entitled: *22-Acre Washington Crossing*.

The Board agreed to revise the TE Project list (copy attached) to accommodate Commissioner Martin's request and the Board unanimously adopted the following **motion**:

MOTION Mr. Martin, seconded by Mr. Hughes; that the board approve the list of High Priority Transportation Enhancement projects, as amended, in order that it be forwarded to the Statewide Transportation Enhancement Advisory Committee by March 1, 1999.

Denise Goren, City of Philadelphia, requested that the DVRPC staff notify the TE applicants who were not selected and inform them that another competition will be held in the fall of 1999. It was agreed that the DVRPC staff would send correspondence of this nature.

5. **Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks, Chester, and Delaware Counties**

Barry Seymour, DVRPC staff, briefed the Board on the eight applications sent to DVRPC from PENNVEST for review for consistency with the regional plan. There are four projects in Bucks County, one in Chester County, and three in Delaware County. The areas served by these projects are either now developed or identified as future growth areas in the DIRECTION 2020 Plan. Therefore, these applications are consistent with the Plan.

Favorable recommendation was received from DVRPC staff, Bucks County, Chester County, and Delaware County.

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

MOTION by Mr. Bohnenberger, seconded by Mr. Hughes; that the Board authorize the Executive Director to send a letter notifying PENNVEST that the eight applications forwarded to DVRPC are consistent with the

6. Regional Citizens Committee (RCC) Report

Dennis Winters, RCC Chairman, reiterated that the RCC would like the

opportunity to review appropriate Board action items before they are taken to a vote at the Board meeting. It was explained to Mr. Winters that in some cases items which need Board action are delivered to DVRPC after the RCC meeting (i.e. item 5, PENNVEST applications). Mr. Winters understood, however, he requested that even if the information was received "after the fact" that it would be beneficial to the RCC to review. It was agreed that this could be done whenever possible and if time permits.

Mr. Winters also reported two additional items from the RCC as follows:

- (1) The RCC believes that the process used for the selection of CMAQ projects under ISTEA was an excellent example of citizen and governmental cooperation. It included citizen representatives from diverse interests and was reflective of the community at large. DVRPC's process was used by the Bikes Belong Coalition, the Surface Transportation Policy Project, the Bicycle Coalition of the Delaware Valley and others as an example of how MPO's should conduct the CMAQ process. The RCC is disheartened that the DVRPC Board would select a new CMAQ process under TEA-21 that is less inclusive and does not reflect the diverse interests of citizens and taxpayers in the region. The RCC believes that the democratic process thrives through the inclusion of many voices.
- (2) The RCC fully endorses the Study Design for Rail Service Improvements and encourages the region to move the study forward as outlined. The DVRPC Board should pursue sponsorship and funding immediately.

7. Route 202, Section 700

Kenneth Zelionis, DVRPC Pennsylvania Co-Counsel, explained to the Board that Buckingham Township officials filed a lawsuit against the federal government in U.S. District Court. The lawsuit, which names the Federal Highway Administration and the DVRPC as defendants, is a bid to stop the proposed \$250 million Route 202, Section 700 nine-mile highway that would run from Montgomery Township to Doylestown in Bucks County.

8. Executive Director's ReDort

a. Status of Job Access and Reverse Commute Competitive Grant Program

Mr. Seymour reported that the Federal Transit Administration will announce the selected applicants for the Job Access and Reverse Commute Competitive grants within the next week.

b. Central New Jersey Forum

Mr. Coscia reported that the first meeting of the Central New Jersey Forum, held on January 22, 1999, was very successful. This forum has been established to assist the two metropolitan planning organizations and the NJDOT in identifying local needs, prioritizing improvements and improving regional coordination to address transportation related issues. The study area includes part of Mercer and Middlesex counties along the Route 1 corridor. Attendance at the meeting included local level elected officials, state officials, county officials as well as federal representatives.

Donna Lewis, Mercer County, recommended to Mr. Coscia that the title of the study group, *Central New Jersey Forum*, have a sub-title "*Concerning issues (1) In the Route 1 corridor and (2) Improving East-West travel*"

c. Regional Intergovernmental Transportation Coordinating Study Commission

Mr. Coscia reported that a New Jersey legislation has been enacted creating the *Regional Integovernmental Transportation Coordinating Study Commission*. DVRPC is one of 18 members of the commission. At the request of Governor Whitman's office, DVRPC has sent the names and resumes of three candidates to represent DVRPC. The candidates are Ridgeley P. Ware, Jerrold D. Colton and John J. Coscia. The Governor will select one of these candidates and he will be appointed to the Study Commission as the DVRPC representative.

The Commission will develop recommendations to increase regional transportation decision-making among various levels of government, especially with regard to major developments or redevelopments, and to identify incentives to promote such cooperation. The commission will also review the provisions and make recommendations for modifications to the *New Jersey Transportation Development District Act of 1989*.

d. Status of Route 202, Section 300 Project

Mr. Claffey reported that DVRPC is continuing with the impact study for the Route 202, Section 300 corridor improvements.

Mr. Coscia reported that a Project Advisory Committee meeting was held on February 23, 1999. All the stakeholders concerned including local elected officials, county officials, state representatives, environmental groups, and neighborhood groups were in attendance to discuss the issues related to the project. The meeting produced a very productive dialogue which allowed all involved with the aspects of the highway to be heard. 'A public meeting was

also held on February 24, 1999 to respond to concerned citizens' inquiries.

Presently, the Environmental Report is being completed on the Route 202 project. After the report is completed the project will go to preliminary engineering and final design and then construction.

e. TEA-21 ITS Data Research Project for Philadelphia Metropolitan Area

Donald Shanis, DVRPC staff, reported that as a part of TEA-21, \$2 million for Pittsburgh and \$2 million for Philadelphia has been designated for an ITS project. The purpose of this project will be for the collection of data for planning and surveillance purposes. The Federal Highway Administration has requested DVRPC to serve on a Consultant Selection Committee which will select a group of organizations to undertake this effort. It is envisioned that the work may lead to a private venture after the study is completed.

9. The Future of First Generation Suburbs in the Delaware Valley Region

Barry Seymour presented the highlights of DVRPC's report entitled: *The Future of First Generation Suburbs in the Delaware Valley Region* (distributed to the Board). He explained that the report examines how many older boroughs and townships that developed rapidly following World War 11 face challenges to their fiscal and socioeconomic stability. These "first generation suburbs" are experiencing population and job loss, increased social needs and limited tax base to finance services. Focusing on this group of communities the report: (1) reviews the history of suburban development and decentralization in the Delaware Valley region, (2) measures fiscal and socioeconomic conditions in the region, and (3) develops recommendations to overcome these problems through tax reform, regional planning and local initiatives.

10. Commiftee Reports

a. Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC)

The items for the PCC/RTC were previously reported under the appropriate agenda items.

b. Regional Citizens Committee (RCC)

The items for the RCC were previously reported under the appropriate agenda items.

C. Board Policy Analysis Committee

1 0

B-2/25/99

Mr. Seymour reported on the activities of the Board Policy Analysis Committee meeting of February 11, 1999 (distributed to the Board).

Mr. Claffey reported that Montgomery County requested the Policy Analysis Committee's support to recommend the inclusion of Intelligent Transportation Systems (ITS) in the ongoing design of Routes 202 and 309. The Committee agreed and is recommending to the Board that PennDOT find available funding to support ITS improvements as components of these projects by passing Resolution No. B-FY99-011 (copy attached).

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

MOTION by Ms. Goren, seconded by Mr. Hughes; that the Board adopt Resolution No. B-FY99-011 entitled: *Incorporation and Funding of Intelligent Transportation Systems (ITS) elements into Major Regional Transportation Projects.*

NEW BUSINESS

Dennis Winters commented on the book entitled: *Once There Were Green Fields* written by Kail Benfield, Matthew D. Raimi, and Donald D.F. Chen. The book deals with the issue of sprawl. He explained that a forum was held to discuss the issues of sprawl and that a second forum is scheduled for April 21, 1999 from 6:30-9:30 pm (location to be determined). He invited all Board members to attend.

There being no further business, the meeting was adjourned at 12:15 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for February 25, 1999
- (2) RTC Recommendations to the Board for February 25, 1999
- (3) Correspondence on Citizen Representative from the Bicycle Community to the

CMAW Committee

- (4) Revised TE Program High Priority Nominations List
- (5) Resolution Numbers: B-FY99-011 and EC-FY99-001

Additional Documents Distributed to the Board:

- (1) PennDOT Brochure: *Improving US 202: A Guide to Construction in 1999*
- (2) Associated Press Article entitled: *Revised Highway Funds for States*
- (3) *TravelSmart*, February 17, 1999
- (4) *Freight Lines*, February 1999

B-2/25/99

DVRPC REGIONAL CITIZENS COMMITTEE

RECOMMENDATIONS TO THE BOARD FOR FEBRUARY 25, 1999

BOARD

AGENDA ITEM

2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATION AND AMENDMENT

FY 1998 - 2002 New Jersey Section of TIP

The RCC recommends:

a. TIP Modification 9821 (NJ TRANSIT)

That, in the future, any presentation of changes in the capital programs of transit or transportation agencies be accompanied by a conceptual framework that reveals the impacts on the long-term regional plan, consistent with the long-term agency plan. The RCC declines to take action on TIP Modification 9821 because of a lack of definition in the accompanying document.

b. TIP Amendment 9822 (NJDOT)

That the Board approve TIP Amendment 9822, NJDOT's request to amend the FY 1998 - 2002 TIP to include the Cooper Hospital Helipad Relocation project, using \$1.5 million in TEA-21 demo funds and

\$800,000 of private funds, and to seek Advance construct authority in order to initiate the project in FY 1999.

4. PENNSYLVANIA TRANSPORTATION ENHANCEMENT PROJECT SELECTION

The RCC endorses the list of High Priority Transportation Enhancements (TE) projects with the exclusion of # 1 19, Main Street Gateway, due to the vagueness of the project description and the fact that it proposes duplicating facilities that are already available. The RCC also believes that it should be involved earlier in the TE decision-making process, specifically during the formulation of criteria and project selection. The RCC's role in the process at this time is unclear.

(over)

IN OTHER BUSINESS:

The RCC believes that the process used for the selection of Congestion Mitigation and Air Quality (CMAQ) projects under ISTEA was an excellent example of citizen and governmental cooperation. It included citizen representatives from diverse interests and was reflective of the community at large. DVRPC's process was used by the Bikes Belong Coalition, the Surface Transportation Policy Project, the Bicycle Coalition of the Delaware Valley and others as an example of how MPO's should conduct the CMAQ process. The RCC is disheartened that the DVRPC Board would select a new CMAQ process under TEA-21 that is less inclusive and does not reflect the diverse interests of citizens and taxpayers in the region. The RCC believes that the democratic process thrives through the inclusion of many voices.

The RCC fully endorses the Study Design for Rail Service Improvements and encourages the region to move the study forward as outlined. The DVRPC Board should pursue sponsorship and funding immediately.

February 24, 1999

Colin Hanna, President
DVRPC Board
The Bourse Building

1 1 1 South Independence Mall East Philadelphia, PA 19106-2515 Dear Mr Hanna:

The Bicycle Coalition of the Delaware Valley is a twenty seven year old citizens' bicycle safety, education and advocacy organization. The Bicycle Coalition is a local non-profit with 2,000 dues paying members. We represent the thousands of Delaware Valley residents who travel by bicycle for work, school, shopping and recreation.

As you know, at last month's meeting, the DVRPC board voted to exclude a citizen representative from the bicycling community on the CMAQ committee.

This is troubling, especially since TEA-21 reaffirmed ISTEA's provisions that citizen participation is a key element in the planning process. In fact, TEA-21 calls for greater citizen participation than ISTEA.

The CMAQ committee at DVRPC under ISTEA was inclusive, comprised of many members of the community and government agencies. When DVRPC was deciding how to constitute the CMAQ committee this time around, assurances were repeatedly given by staff that major citizen stakeholders, including bicyclists, would be on the committee. At the TIP comments, a large number of citizens, the largest on any single issue, wrote DVRPC requesting that a bicycle representative from the community be on the CMAQ committee. The RCC requested and voted to have a bicycling representative on the committee.

Yet the DVRPC board voted against having just four citizens, pulling the cyclist, on a committee where citizens were already greatly outnumbered by agency representatives. Members of the board said the previous committee was too big and unproductive, despite the fact that it produced a number of innovative projects that have become models for the nation. I would venture to say the democratic process is strengthened by the inclusion of diverse voices, not weakened.

I have included letters from both the Bicycle Federation of America and the Surface Transportation Policy Project lamenting this change of policy at DVRPC. While the rest of the nation is progressing forward, under clear direction from both Congress and FHWA, it would seem that DVRPC is reverting back to the policies of old, where citizens were poorly represented and citizen input was an afterthought.

It is clear that bicycling needs to be considered in planning the transportation infrastructure. And while DVRPC has taken steps towards bicycle inclusion, it must be done with full participation from the bicycle community.

And despite recent strides towards making the region bicycle friendly, we still have a long way to go. Many roads in the Delaware Valley are not safe for bicycling and new, unsafe ones are being built all the time. Many motorists and bicyclists do not understand the rules or know that they must share the road.

Getting more people on bicycles will help clean up our polluted air. If we are going to get more people on bicycles we must make the roads safer and teach people how to safely use and share those roads. The bicycle programs we choose must be the best programs possible for the region. We did not become car dependent overnight. We will not become bicycle friendly with a few token gestures. It will take hard work, but the Bicycle Coalition is ready and willing to work with DVRPC, the counties and the DOTs to make that vision a reality.

I respectfully request that you reconsider and appoint a representative from the bicycle community to the CMAQ committee.

Sue McNamara
Executive Director
Bicycle Coalition of the Delaware Valley

CC: John Cosia, Executive Director

24 February 1999

John J. Coscia, Executive Director [By fax: 215-592.9125] Delaware Valley Regional Planning Commission

111 South Independence NUI East, Suite 800 Philadelphia, PA 19106

Dear Mr. Coscia:

I am writing to express my concern for, what I understand to be pending actions by the Delaware Valley Regional Planning Commission (DVRPC) that would negate your heretofore impressive record in support of bicycling and walking. It would be sad to see the Philadelphia region go from being a model of a progressive approach to transportation planning, public involvement, and decision-making, to being an example of back-sliding to the "bad old days."

The Bicycle Federation of America (BFA) has been very involved in the implementation of ISTEA and TEA-21 provisions related to planning, public involvement Enhancements and CMAQ program and nonmotorized transportation. We have developed and presented (for the Federal Highway Administration's National Highway Institute) a training course and guide to bicycle and pedestrian planning under ISTEA; we have conducted (for FHWA) a comprehensive study of Statewide and metropolitan long-range plans and transportation improvement programs (producing an assessment and best-practices guide titled, *Bicycle and Pedestrian Planning Under ISTEA - A Synthesis of the State of the Practice*); and we have served as a member of the consultant teams involved in producing both the Pennsylvania Statewide Bicycle and Pedestrian Plan and the City of Philadelphia's Bicycle Network Plan.

Over the past six years, we have often referred to the DVRPC's public involvement process, air quality impact assessment and project selection procedures as models for other jurisdictions. One specific aspect of this has been the broad range of interests represented on your CMAQ committee (which recommended the City of Philadelphia's application to use CMAQ funds for their Bicycle Network project). These, and other activities, figured significantly in the BFA's decision to hold our ProBike/ProWalk2000 conference in Philadelphia in September, 2000.

Now, we are told that the DVRK is restructuring the membership of this committee and has rejected a proposal to retain a bicycle representative (as well as various environmental group representatives). This action would send a very negative signal about the future direction of the

DVRPC's decision-making process. It would also compel us to reconsider our decision to hold our conference in Philadelphia.

1506 21st STREET, N.W. - SUITE 200 0 WASHINGTON, DC 20036
PHONE: (202) 463-6622 o FAX: (202) 463-6625 a INTERNIT: BIKEFED@AOL.com

Page 2

I hope you and the board of the DVRPC will decide to maintain and expand on the region's progressive approach to transportation planning, public involvement, decision-making, and nonmotorized transportation. You got off to a great start under ISTEA don't reverse course.

Thank you for your time in considering our comments.

Sincerely,

Wm. C. Wilkinson 111, AICP

Executive Director

Bicycle Federation of America

cc: S. McNamara, BCDV

Mr. Colin Hanna, Board Pr"id@
Delaware Valley Regional Planning Commission
The Bourse Building
111 Independence Mail East
Phila, PA 19106- 2515
fax 215-692-9125

Door Mr. Hanna:

We have been informed by the SICYCIS Coalition Of the Delaware Valley that the DVRPC board

has voted to include a citizen representative from the bicycling community on the CMAQ (Congestion Mitigation Air Quality) committee,

Under TEA-21, ISTEA's provisions for citizen participation were reaffirmed and in fact strengthened. It had been my understanding that the CMAQ committee at DVRPC under ISTEA was among the most influential in the nation, and was used by many of us advocating for public

involvement in the reauthorization debate as a model example of including citizens in the planning process.

We were concerned that the DVRPC board has taken an apparent misstep by voting to have four members on the CMAQ committee. I'm told of the board said the previous committee was too big and unproductive, despite the fact that it produced a number of projects that earned great respect here at STPP and have become models for the nation.

I sincerely hope you and the DVRPC reconsider this decision and its impact on the many users of the transportation infrastructure in the Delaware Valley. I hope that in the future the Philadelphia Area can continue to be an innovative leader in transportation planning and policy.

Communications Manager

Delaware Valley Regional Planning Commission The Bourse

111 South Independence Mall East
Philadelphia, PA 19106-9125

February 25, 1999

Dear Mr. Hanna and DVRPC Board members,

I am a resident of Ambler, PA in Montgomery County. I walk or bike to make many small errands in my neighborhood and town.

As you probably know, approximately 50-60% of all urban trips is less than 5 miles, and 20-30% of all urban trips is less than 3 miles. Many of these trips can easily be accomplished by bicycle or by foot. As you know, when cars are used for these short trips then far more pollution is created in the first- and last few minutes of the trip than on a longer trip (greater than 7 miles). I strongly recommend that the proportion of CMAQ funding spent on bicycle and pedestrian projects should at least reflect the number of small trips that can be accomplished by bike or foot. If there are good sidewalks and safe roads for bicyclists, then people are much more likely to leave their cars at home

and walk or bike instead, thereby reducing a significant source of air pollution.

I am aware that the CMAQ committee appointed by the DVRPC Board does not have someone representing the bicycle community. I also have learned that DVRPC staff had given assurances that cyclists, as one of the major transportation stakeholders, would be represented. The RCC, of which I am a member, also requested and voted to have a bicycling representative on the committee.

To ensure fair distribution of CMAQ funding, I hope that you will reconsider the

appointment of a representative from the bicycle community to the CMAQ community. Thank you.

Sincerely,

Bridget Chadwick

Claudia N. Crane
2335 Perot Street
Philadelphia, PA 19130-2525
215-763-5214

February 24, 1999

John Cosia, Executive Director

Colin Hanna, Board President

Delaware Valley Regional Planning Commission The Bourse

111 South Independence Mall East

Philadelphia, PA 19106-2515

Dear DVRPC board members:

I am a homeowner and taxpayer living Philadelphia. All members of my family- myself, my husband, and my son use bicycles year-round as our primary means of getting to school and work.

I have learned that the DVRPC board has voted to exclude a citizen representative from the bicycling community on the CMAQ (Congestion Mitigation Air Quality). This is plain wrong, and if not illegal, certainly not in keeping with the call for increased citizen participation called for in the new Federal transportation bill, TEA-21, and certainly not in keeping with our country's democratic ethos. It also shows scorn for those who are an active, everyday part of the solution to pollution and poor land use.

A few years ago, when the first DVRPC CMAQ committee was formed under ISTEA, the committee included many members of the community, including the bicycling community. From this, some good projects got funded. The most notable bicycling project that got funded was Philadelphia's citywide Bike Network. This is an excellent project that has made an important

difference in the the quality, and possibly the quantity, of my life and and my husband and son's life. When my son crosses the Spring Garden Bridge every morning on his way to West Catholic High School, I still worry about him because of all the traffic exceeding the speed limit there, rushing to get on the Expressway, but at least he now has a bike lane--a corridor to travel in that cars, for the most part, stay out of.

I understand that the funding to complete the Bike Network is in jeopardy-not the doing of the DVRPC, but the city trying to get out of the 20% match requirement. I would daresay that everyone in the city administration opposed to the bike network gets around mostly by automobile. Given all the honks I get from motorists, as I take my lawful place on the road, I wouldn't be surprised if ' some influential city officials honk too, as if we bicyclists are pesky gnats or toys in the way of motorists.

45 1 0 Chester Avenue
Philadelphia, PA 19143
February 25, 1999

Dear DVRPC board members,

I understand that the DVRPC board has decided to exclude a citizen representative from the bicycling community on the Congestion Mitigation Air Quality (CMAQ) committee. This is significant because the CMAQ committee will decide how federal transportation money will be allocated under TEA-2 1; and TEA-21 calls for a high level of citizen participation for transportation planning.

Bicycling benefits everyone. More bicyclists means cleaner air and more room on the road for everyone, including non-cyclists. More cyclists means less space and money devoted for the construction of parking garages and more spaces available in current garages.

Perhaps some of you believe that few people bicycle for non-recreational purposes and it is therefore unnecessary to include facilities for them with TEA-21 funds. In my ten years of work in bicycle advocacy, I have continually heard people express the desire to commute and run errands via bicycle and then go on to explain that lack of bicycle facilities and fear of other vehicles stops them from doing so. I know that proper planning and use of funds will significantly increase the number of cyclists on the road for the benefit of us all.

Many of us have experienced feelings of dread and fear in the pit of our stomachs when at our workplace we hear the words, "Outside experts will be consulted in order to show us

how to run our company more efficiently." This office restructuring phenomenon has been illustrated in many episodes

of the popular comic strip, "Dilbert". One hopes that the outside experts will offer some good advice, but often they don't bother to learn from those who have been in that workplace for years and the results are disastrous.

Let us not find ourselves in the midst of a "Dilbert" episode. Rather, let a cyclist onto the CMAQ committee so that together we can create;ositive transportation network for all citizens.

Sincerely,

@ x@

Ann Dixon

(215) 222-5674

Delaware Valley Regional Planning Commission
Pennsylvania Transportation Enhancements Program
High Priority Nominations

TE ID	APPLICANT	COUNTY
31	Bristol Township Council	Bucks
32	Bristol Borough Council	Erucks
34	Delaware & Lehigh National Heritage Corridor & State Park	Bucks
37	Doylestown borough	Bucks
38	Falls Township	Bucks
49	Wildiands Conservancy, Inc.	Bucks
53	Chester Co. Engineering Dept.	Chester
55	Coatsville City	Chester
56	Downingtown Main Street, Inc.	Chester
62	Phoenixville Borough	Chester
63	Phoenixville Area Economic Development Corporation	Chester
64	Tredyffrin Township	Chester
68	West Whiteland Township	Chester
69	Delaware Co. Planning Dept.	Delaware
70	Nether Providence Township	Delaware
78	Abington Township	Montgomery
79	Ambler Borough	Montgomery
81	Hatboro Borough	Montgomery
86	Montgomery Co. Dept. of Parks	Montgomery
87	Montgomery Township	Montgomery
90	Pottstown Borough	Montgomery
92	Towamencin Township	Montgomery
94	Upper Providence Township	Montgomery
95	Upper Merion Township	Montgomery
99	Clean Air Council	Regional
100	DVRPC	Regional
101	DVRPC	Regional

102	Pennsylvania Resources Council	Regional
106	Fairmount Park Commission	Philadelphia
107	Fairmount Park Commission	Philadelphia
110	Fairmount Park Commission	Philadelphia
114	Philadelphia Industrial Development Corporation	Philadelphia
115	Philadelphia Department of Streets	Philadelphia
119	Philadelphia Department of Streets	Philadelphia
125	Philadelphia School District	Philadelphia
126	Queen Village Neighbors Assn.	Philadelphia
127	SEPTA	Philadelphia

PROJECT

Black Ditch Creek Trail

Old Route 13 Improvements

Tohickon Aqueduct Replacement

Destination Doylestown: Partnership

Falls Township Connector Trail System

22-Acre Washington Crossing

Rehab. County Bridge #194

Lincoln Highway Streetscape

Downingtown Streetscape

French Creek Valley/Schuylkill River Trail

Phoenix Column Truss Bridge Rehabilitation

Route 202 (Section 400) Program

Route 100 Pedestrian Overpass

Beautification/Greenway

Sidewalks & Trail

Easton Road

Ped/Bike Trail/Gateway

Hatboro Streetscape: Phase 2

Wissahickon Trail Link Development

Montgomery Township Recreation Trail

TransiVWalkway Beautification

Towamencin Twp. On-Road Trail System: Phase 2

Schuylkill Lock Restoration

State Route Beautification

Mending The Seam: Making Peace Where Travelers Meet

Delaware Valley Bike Parking Initiative

Delaware Valley Share the Road Campaign

Controlling Outdoor Advertising

Restore "100 Steps" to SEPTA

Restoration of Manayunk Canal

Manayunk Recreation Path Phase 2

Kensington & Tacony RaiVrrail

Westbank Greenway - Phase 2

Main Street Gateway

Bicycle Education Enhancement Program (BEEP)

I-95/Chdstan Street Improvement

Allen Lane Train Station Renovation

TOTAL, In thousands of dollars

FED\$ 700 750 1,000 400 850 1,914 600 800 1,085 1,600 200 1,120 288 1,800 344 860 600 630 2,000 668 284 1,592 410 50 288
320 600 88 160 2,272 800 1,914 1,320 240 424 80 1,120

30,171

February 25, 1999

No. B-FY99-011

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**INCORPORATION AND FUNDING OF
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) ELEMENTS
INTO MAJOR REGIONAL TRANSPORTATION PROJECTS**

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

WHEREAS, the Transportation Equity Act for the 21st Century (TEA-2 1) provides \$1.3 billion nationally over six years for ITS projects, and

WHEREAS, TEA-21 requires all ITS projects to be consistent with the National ITS Architecture, and

WHEREAS, ITS projects can be defined as using electronics, telecommunications and information processing either singly or in combination to provide realtime information to system operators or travelers, and

WHEREAS, the DVRPC, at the request of the Pennsylvania Department of Transportation (PennDOT), is developing an ITS Deployment Plan for the Philadelphia metropolitan region, and

WHEREAS, a Coordinating Council and a Technical Task force, representing a broad array of the region's ITS stakeholders, have been convened to provide policy guidance and technical input into the development of the plan, and

WHEREAS, ITS can make travel easier, increase safety, reduce congestion and improve the efficiency of the existing infrastructure for all modes, thereby reducing the need to add physical capacity to the transportation system, and

WHEREAS, the U. S. Department of Transportation has developed Interim Guidance on conformity with the National ITS Architecture which directs metropolitan planning organizations to identify all federally funded projects which include ITS components,

WHEREAS, there are several major reconstruction projects in the region, such as US 202 (Section 700) and PA 309 (Fort Washington Expressway), which are entering final design and should include ITS components;

Page 1 of 2

NOW, THEREFORE, BE IT RESOLVED, that the Board of the Delaware Valley Regional Planning Commission requests the Pennsylvania Department of Transportation, the New Jersey Department of Transportation, the Southeastern Pennsylvania Transportation Authority, New Jersey Transit, and all other operating agencies in this region to incorporate ITS elements into the region's major construction or reconstruction projects for all modes where appropriate,

BE IT FURTHER RESOLVED, that the Board of the Delaware Valley Regional Planning Commission intends to program in its current and future Transportation Improvement Program (TIP) the necessary funding for the timely implementation, operation, and maintenance of the appropriate ITS elements. Examples of these types of elements include: operation centers, closed circuit TV cameras, variable message signs, traffic signal control systems, electronic toll/fare collection systems, regional multimodal traveler information systems and incident management programs,

BE IT FURTHER RESOLVED that copies of this resolution will be sent to DVRPC's member

governments and the region's operating agencies for their consideration, adoption, and implementation.

Adopted this 25th day of February 1999 by the Board
of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY99-01 1.

Jean L. McKinney, Recording Secretary

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of February 25, 1999

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

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

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

Thomas TenEyck

Pennsylvania Counties

Charles Coyne

New Jersey Counties

Carol Ann Thomas

City of Philadelphia

Denise L. Goren

City of Camden

(not represented)

DVRPC Counsel

Pennsylvania Co-Counsel

Kenneth Zielonis

New Jersey Co-Counsel

Thomas Coleman

DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene, Donald Shanis, Thabet Zakaria, Charles Dougherty, Thomas McGovern, Richard Bickel, and Jean McKinney.

Guests

Delaware County Planning Commission

John E. Pickett

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann

Thomas

Camden County

J. Douglas

Griffith

Gloucester County

Morris Bayer

Mercer County

Donna Lewis

City of Chester

sented)

(not repre-

City of Philadelphia

Goren

Denise L.

City of Camden

sented)

(not repre-

City of Trenton

sented)

(not repre-

Non-Voting Members

Federal Highway Administration

New Jersey Division

Pennsylvania Division

(not represented)

(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 II	(not represented)
New Jersey Office of State Planning	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	(not represented)
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Lou Guerra
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Dennis Winters
 <u>Guests</u>	
Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0) Aubrey Lewis (Dist. 6-0) Jain Alexander
New Jersey Department of Transportation	Jerry Mooney Al Prant
Cross County Connection	William Ragozine
Eddie Battle Associates	Eddie Battle
Pennsylvania Department of Transportation	Robert Hannigan

Greg Brown (Dist. 6-0)
Greg Hailey (Dist. 6-0)
Craig Suhoskey (Dist. 6-0)
Mike Wintermute (Dist. 6-0)

New Jersey Department of Transportation Jerry Mooney
Al Prant
Mark Stout

New Jersey Governor's Authorities Unit Christine Leone-Zwillinger

Bucks County Robert Moore

Delaware County John E. Pickett

Montgomery County Arthur F. Loeben
Kenneth Hughes

Camden County J. Douglas Griffith

Gloucester County Charles E. Romick

Mercer County Donna Lewis

Federal Highway Administration
New Jersey Division Calvin Edghill
Pennsylvania Division Spencer Stevens

Federal Transit Administration, Region III John Garrity

Southeastern Pennsylvania Transportation Authority Christopher Patton

New Jersey Transit Corporation Brent Barnes

Delaware River Port Authority Neil Weissman

Pennsylvania Department of Environmental Protection Lou Guerra

Pennsylvania Department of Community and
Economic Development Ronald K. Bednar

Regional Citizens Committee Chairman Dennis Winters

Pennsylvania Turnpike Commission Walt Lawson

Southeastern Pennsylvania Transportation Authority

Richard Burnfield

Eddie Battle Associates

Eddie Battle

Regional Citizens Committee

Peter Javsicas

Jere Downs

Philadelphia Inquirer

Call to Order

Chairman Colin A. Hanna called the meeting to order at 1:01 p.m.

1. Minutes of Meeting of December 4, 1998

On a **Motion** by Ms. Goren, seconded by Mr. King; the minutes of December 4, 1998 were approved as distributed.

2. Draft Fiscal Year 2000 Budget

Mr. Coscia pointed out the Draft Fiscal Year 2000 Budget (distributed to the Board) and asked the Executive Committee to review for Board action in February.

3. FY 1999 Planning Work Program Second Quarter Report

Mr. Coscia reported that the FY 1999 Planning Work Program is proceeding on schedule and within budget.

There being no further business, the meeting was adjourned at 1:05 p.m.