

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 2, 2005

Location: Resorts Casino Hotel
1133 Boardwalk
Atlantic City, New Jersey

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Brent Barnes

New Jersey Governor's Appointee

Keith D. Barrack

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Kenneth Klothen

Pennsylvania Department of Transportation

Larry M. King

Bucks County

Charles H. Martin
Lynn Bush

Chester County

(not represented)

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann Thomas

Camden County

Thomas J. Gurick

Gloucester County

Charles E. Romick

Mercer County

(not represented)

City of Chester

William Payne

City of Philadelphia

Gary Jastrzab

City of Camden	(not represented)
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Joung H. Lee
Pennsylvania Division	Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	(not represented)
New Jersey Transit Corporation	(not represented)
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Timothy J. Carson
New Jersey Co-Counsel	Steve Raymond

DVRPC Staff:

John J. Coscia, Donald Shanis, Barry Seymour, Thabet Zakaria, Chick Dougherty, John Ward, Thomas McGovern, Richard Bickel, John Griffies, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Rena Cutler James Mosca Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	James Snyder James B. Lewis Brian Cuccia
Camden County	Eve Charles
Southeastern Pennsylvania Transportation Authority	Catherine Popp-McDonough
Greater Camden Utilities Authorities - CCS	Kevin Hagar
French Parrello Associates	John A. Araneo, PE

Call to Order

Thomas J. Gurick, Chair, called the meeting to order at 3:25 p.m. Chair Gurick thanked the DVRPC staff for arranging a very informative and successful Board Retreat.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of October 27, 2005

On a **motion** by Mr. Romick, seconded by Mr. Barrack, the minutes of the meeting of October 27, 2005 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

The following TIP actions were presented to the Board:

a. TIP Action PA05-51: I-95 Bleigh to Academy, Philadelphia

John J. Coscia, Executive Director, announced that the Pennsylvania Department of Transportation (PennDOT), has requested that this TIP Action be tabled until a future date.

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

MOTION by Mr. King, seconded by Mr. Barnes, that the Board table TIP Action PA05-51: I-95 Bleigh to Academy, Philadelphia.

b. TIP Action PA05-52: High Arch Bridge, Montgomery County

Donald Shanis, DVRPC staff, briefed the Board on TIP Action PA05-52, PennDOT's request that DVRPC amend the FY2005-2008 TIP for Pennsylvania by deleting the Norristown Farm Park High Arch Bridge project (MPMS #16630) currently programmed for construction in FY07 with \$800,000 state funds and \$200,000 match provided by the Department of Conservation and Natural Resources (DCNR). The High Arch Bridge is one of four bridges in the park that belong to DCNR slated for repair or replacement, and bridges will proceed one after the other. DCNR has indicated that the Stanbridge Street Bridge (which just advanced to preliminary engineering in July, 2005) and Hospital Bridge are the top 2 priority bridges. The Meadow Bridge and High Arch Bridge are 3rd and 4th priorities, respectively.

Financial constraint will be maintained and there will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION by Mr. Hughes, seconded by Mr. Hayden, that the Board approve TIP Action PA05-52, PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by deleting the Norristown Farm Park High Arch Bridge project (MPMS #16630) currently programmed for FY07 construction with \$800,000 state funds/\$200,000 DCNR match.

3. New Jersey Local Scoping Highway Program

Dr. Shanis explained to the Board that the purpose of this program is to provide Federal funds directly to member subregions for the advancement of projects through the National Environmental Policy Act (NEPA) and preliminary engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in the Statewide Transportation Improvement Program (STIP). The following two projects were identified during the 2005 Bridge Re-Evaluation as Structurally deficient and in need of rehabilitation. Since these two projects are on local facilities they will be handled by the counties as local leads. The counties have thus requested that these projects be included into the Local Scoping Program.

- CR 670 Bridge over a Branch of the Assiscunk Creek (03D3600) - (Burlington County)

The project is located in Springfield Township, Burlington County. During the 2005 Bridge Re-evaluation Surveys, this bridge was identified as structurally deficient. The bridge is in need of deck replacement and superstructure rehabilitation. This project will complete the Scoping Phase of the project and begin the preliminary engineering.

- Bispham Street Bridge over the North Branch Rancocas Creek (03D4110) - (Burlington County)

The project is located in Mount Holly Historic District , Burlington County. During the 2005 Bridge Re-evaluation Surveys, this bridge was identified as structurally deficient. The bridge is in need of deck replacement and superstructure rehabilitation. This project will complete the Scoping Phase of the project and begin the preliminary engineering.

After 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. Romick that the board approve the inclusion of County Route 670 Bridge (03D3600) over a branch of the Assiscunk Creek and Bispham Street Bridge (03D4110) over the North Branch Rancocas Creek projects into the New Jersey Local Scoping Program.

4. DVRPC FY 2006 Planning Work Program Amendments

- a. US Route 202 Section 700 Traffic, Phase 2, Bucks and Montgomery Counties

Dr. Shanis explained to the Board that Under Phase 1 of this project, DVRPC provided traffic forecasts for the proposed US 202 Section 700 Parkway between PA 309 and PA 463. These daily and peak hour forecasts were used to determine the appropriate point to transition from a four-lane to a two-lane facility. For Phase 2, the study area will be expanded to include the remainder of the Section 700 corridor. DVRPC will provide traffic forecasts needed for the Environmental Impact Statement for the US 202 Parkway.

The cost for this project will be \$120,000 in dedicated funds from Pennsylvania Department of Transportation.

Favorable recommendation was received from the PCC/RTC.

The RCC voted against the inclusion of the US 202 Section 700 Traffic Study (Phase 2).

Mr. Coscia responded that the RCC has been opposed to projects regarding US 202 Section 700 in the past, however, PennDOT, the counties, and the municipalities have work very diligently to develop a locally preferred solution for this section of US 202. This specific TIP action is designed to provide technical analysis to move this project ahead.

DVRPC staff recommends approval of this project.

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

MOTION by Mr. King, seconded by Mr. Hughes, that the Board amend the DVRPC Fiscal Year 2006 Planning Work Program to include the US 202 Section 700 Traffic Study - Phase 2.

b. Highway-Railroad Grade Crossing Management System

Dr. Shanis explained to the Board that as both auto and train volumes increase, greater interface between the modes occur at the region's highway and railroad grade crossings. One source indicates that there are 929 public, at-grade crossings on active freight and passenger rail lines in the region. At each crossing, several entities have jurisdiction over various aspects of the intersection. Federally supplied Section 130 funds are often used to implement safety improvements at the crossings.

Management systems have emerged as effective transportation planning tools (e.g., bridge and pavement management systems). Management systems can be used not only to help prioritize capital improvements, but also to promote safety, operations, freight, and public transportation objectives.

The Federal Railroad Administration (FRA) serves as the custodian of a national railroad crossing inventory. The inventory contains data on the location of each crossing, the amount and type of train traffic, traffic control devices, and other physical elements of the highway-rail intersection. The purpose of this project is to create user-friendly grade crossing information, to better utilize the FRA grade crossing data base in the transportation planning process, and to prepare products which would be useful to the state DOTs, the railroads, and member governments. The initial year of the program will focus on acquiring the crossing inventory and incorporating it into DVRPC's Geographic Information System (GIS). Subsequent years will be devoted to maintaining accuracy of the inventory, updating individual records, identifying safety problems, and prioritizing proposed improvements.

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

MOTION by Mr. Barrack, seconded by Mr. Hughes, that the Board amend the DVRPC FY 2006 Planning Work Program to include the Highway-Railroad Grade Crossing Management System project.

c. Route 202 - Section ES 1/100 Land Use Implementation Project, Chester and Delaware Counties

Barry Seymour, DVRPC staff, explained to the Board that In 2001, DVRPC completed a report entitled *US Route 202 Land Use Strategies Study* for Section ES 1/100 (Borough of West Chester to the Delaware State line) in Delaware and Chester counties. The study analyzed existing conditions in the study corridor and assessed and illustrated possible land use, access management, public transit, bicycle and pedestrian actions that could be accomplished in conjunction with proposed widening of US 202 from four to six lanes, as well as the proposed grade separation of three existing at-grade intersections. Sample zoning ordinance and access management amendments were included with the study, as well as a proposed official map ordinance. The study and related implementation recommendations was prepared in consultation with a Study Advisory Committee (SAC) composed of representatives from the eight study corridor municipalities, each county, SEPTA, PennDOT District 6-0, the Chester and Delaware County TMAs and DVRPC. Coordination with Delaware and New Castle County agencies and PennDOT's on-going Environmental Impact Statement and preliminary engineering work for this section of US 202 also occurred. Although the study was well received, progress on local implementation of the study recommendations has been lagging.

In October 2005, the Chester County Planning Commission and the Delaware County Planning Department convened a meeting with PennDOT Central Office, PennDOT District 6-0 and DVRPC to consider reactivation of the SAC and initiation of a concerted effort to work with study area communities to achieve the recommendations in the original study. This project will serve to update and advance the local implementation actions needed to better integrate local land use with the transportation improvements for the corridor.

A total study cost of \$125,000 is proposed for this effort, extending for 18-months, including \$100,000 of federal funds and \$25,000 of local match (\$12,500 from each county in the form of services in-kind or cash). In response, PennDOT has made available \$56,000 in federal funds to initiate the study in calendar year 2006. The balance of the project would be funded through the FY 2007 Annual Planning Work Program, as a candidate for PennDOT's supplemental Land Use/Transportation Linkage Program.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommends approval, however, asks that a task be added to the project description to prepare criteria for evaluating the effectiveness of the study recommendations.

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

MOTION by Mr. Pickett, seconded by Mr. Payne, that the Board amend the FY 2006 DVRPC Planning Work Program to include Phase 1 of the US Route 202 (Section ES 1/100) Land Use Implementation and Coordination Study.

d. Identification of Bus Pull-Outs on Camden County Roads

Dr. Shanis explained to the Board that there are 423 miles of county roadways in Camden County. Increasing traffic volumes have caused county roads to become crowded and congested. New Jersey Transit operates a system of bus routes throughout the County, many traveling over the county road system. In many instances, the existing cartway width on the county roads is insufficient for public transit busses to completely pull out of traffic for the purpose of boarding or alighting passengers. Busses stopped in traffic lanes, create safety problems, increase congestion, impede mobility, and contribute to overall poor air quality.

This project will develop a county-wide "Master Plan" to identify potential locations for bus pull-outs on county roads. A set of general design standards related to the length and width of the pull-out areas as well as decel/accel tapers will also be developed. The Master Plan will enable local planning and engineering agencies to make the necessary provisions to accommodate bus pull-outs in future development and capital projects.

DVRPC will work with Camden County, New Jersey Transit and appropriate municipalities for the collection and review of project data, the execution of the study and the preparation the Final Report/Master Plan.

\$40,000 in FTA funding through the New Jersey Department of Transportation. Funding will be used for DVRPC staff to complete this work.

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

MOTION by Mr. Barnes, seconded by Ms. Paul, that the Board amend the DVRPC FY2006 Planning Work Program to include the Identification of Bus Pull-Outs on Camden County Roads project.

5. Authorization to Open Public Comment Periods for the Draft Conformity

Finding of the FY 2005 Pennsylvania Transportation Improvement Program (TIP), FY 2006 New Jersey TIP, and the *Destination 2030* Long Range Plan

Fine particulate matter (i.e. particles less than 2.5 microns in diameter, also known as PM_{2.5}) are complex mixtures of very small liquid droplets or solid particles in the air. Major sources are cars, trucks, construction equipment, coal-fired power plants, wood burning, vegetation and livestock. These particles can be directly released when coal, gasoline, diesel fuels and wood are burned, but PM_{2.5} can also be formed in the atmosphere from chemical reactions of nitrogen oxides, sulfur oxides, organic compounds and ammonia. PM_{2.5} is associated with increased hospitalizations and deaths due to respiratory and heart disease and can worsen the symptoms of asthma. PM_{2.5} is also a major contributor to regional haze.

On January 5, 2005, US EPA promulgated air quality designations for all areas for the PM_{2.5} National Ambient Air Quality Standards (NAAQS). Effective April 5, 2005, eight counties in DVRPC (i.e. entire planning area except Mercer County) and New Castle County in Delaware are designated collectively as the Philadelphia-Wilmington PM_{2.5} Non-attainment Area (PA-NJ-DE PM_{2.5} NAA). Mercer County is designated as part of the New York-Northern New Jersey-Long Island PM_{2.5} Non-attainment Area (NY-NJ-CT PM_{2.5} NAA). US EPA has instructed all affected Metropolitan Planning Organizations (MPOs) within any given NAA to act together to make a conformity determination for the entire NAA by April 5, 2006. DVRPC is working with WILMAPCO in the PA-NJ-DE PM_{2.5} NAA and with nine other MPOs in the NY-NJ-CT PM_{2.5} NAA to coordinate all conformity demonstration efforts including public involvement processes within each NAA.

Additionally, US EPA has determined that a new conformity demonstration is required when a TIP or a long range plan is changed significantly to include any new non-exempt projects. DVRPC has triggered a new conformity demonstration because it has adopted several non-exempt TIP projects since last demonstration, which was certified by Board resolution B-FY05-012 on June 23, 2005. Adhering to these regulatory requirements, DVRPC must now demonstrate conformity for all designated pollutants under the NAAQS including ozone and carbon monoxide

(CO), in addition to PM_{2.5}. Staff will have completed all technical analysis by late November.

Staff recommends that the DVRPC Board authorize two minimum 30-day public comment periods to allow comment on the draft conformity documents by the public and other agencies.

Two comment periods are necessary due to several layers of complexity and complication in meeting regulatory requirements regarding the tested pollutants, applicable geographic areas, governing procedures and analysis methodologies. The first comment period will be for ozone, CO and PM_{2.5} (PM_{2.5} only within the PA-NJ-DE PM_{2.5} NAA), and is coordinated with WILMAPCO to run concurrently with its comment period. The second comment period is being coordinated collectively

among ten MPOs in the NY-NJ-CT PM_{2.5} NAA. Dates for the second comment period have not been determined yet, but the opening date can be as late as mid-January.

A set of draft conformity documents will be available for public review by Monday, December 5, 2005, as the first public comment period begins. Staff will review and respond to the comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final conformity findings in January 2006.

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

MOTION by Mr. Barrack, seconded by Mr. Hughes, that the authorize staff to open a 30-day multi-jurisdictional public comment period for the purpose of gathering public and agency comments on the draft conformity finding of the FY 2005 Pennsylvania TIP, FY 2006 New Jersey TIP, and the *Destination 2030* Long Range Plan, to issue proper public notifications, to publish the draft conformity findings on the Internet, to make copies available at certain public libraries, and to hold public meetings.

6. FY 2006 Project Selection for the Transportation and Community Development Initiative (TCDI) Program

Barry Seymour, DVRPC Staff, explained to the Board The Transportation and Community Development Initiative (TCDI) was created by the Delaware Valley Regional Planning Commission (DVRPC) in 2002 to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind.

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization. The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. To date, 76 planning projects have been funded in all nine counties to support local revitalization efforts. A significant number of those projects have since leveraged additional public or private investment to implement the recommendations of those plans.

In 2005, a total of 51 new project applications were received for TCDI funding from

51 different municipalities throughout the nine counties. The funding requests totaled \$1.8 million in Pennsylvania and \$1.2 million in New Jersey. TCDI Review Committees representing the DVRPC counties, State agencies, non-profit organizations and academic representatives reviewed the projects and met to select priorities for funding for the 2005 round. The final list of recommend projects is attached.

\$1,000,000 annually from the Pennsylvania TIP for projects; \$100,000 annually from the Pennsylvania Transportation and Land Use Planning Initiative for program administration; \$500,000 annually from the New Jersey TIP for projects; \$60,000 annually from New Jersey for program administration.

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

MOTION by Mr. Barrack, seconded by Mr. Carten that the Board approve the list of recommended 2005 TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget. Also that the Board approve the SEPTA Train Station Rehabilitation and Transit-Oriented Development project in Cheltenham Township and the City of Philadelphia funded through the William Penn Foundation.

7. DVRPC Draft Fiscal Year 2007 Planning Work Program

Mr. Coscia explained that authorization is being sought to distribute for review and comment the Draft Fiscal Year 2007 Planning Work Program (distributed to the Board) consisting of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations. After review and comment, the Work Program will be brought before the Board at its regular January meeting for adoption.

Favorable recommendation was received from the PCC/RTC and the RCC, however the RCC also expressed its disappointment that none of its priorities were recognized and that funding was only available for one project per county for FY 2007.

Mr. Coscia responded and thanked the RCC for their effort and recommended projects, however, the passage of the new SAFETEA-LU has imposed several new requirements upon the MPO and while the funding has increased it is not sufficient to reach all of the priority projects. DVRPC will continue to seek additional funding over the next six to 18 months for additional projects.

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

MOTION by Mr. Hughes, seconded by Mr. Payne that the Board authorize the DVRPC staff to distribute for review and comment the Draft Fiscal Year 2007 Planning Work Program consisting of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP).

8. Regional Citizens Committee (RCC) Report

Warren Strumpfer, Chair, reported that there were no additional items to report from the RCC meeting of November 22, 2005. Mr. Strumpfer commented on the valuable information he gained from attending the Board Retreat.

9. Executive Director's Report

a. Central New Jersey Forum held on November 14, 2005 in Princeton

Mr. Coscia reported two specific items from the Central New Jersey Forum.

Commissioner Jack Lettiere, New Jersey Department of Transportation, was in attendance and spoke about New Jersey's need to refund the Transportation Trust Fund. After July 1, 2006 all funds from the Transportation Trust Fund will be depleted. The Governor and the New Jersey Legislature will need to make a decision as to how these funds can be replenished.

A presentation on the Central New Jersey Bus Rapid Transit (BRT) study was made and the consultant presented details of the alignment, cost figures, ridership expectations, etc. The initial cost for a 10-11 mile system is approximately \$600 million. The project is moving ahead, however, additional funding sources are needed.

More efficient east-west access for Central New Jersey was also discussed and DVRPC presented several recommendations for improvements.

b. New Jersey Department of Transportation Long Range Plan Discussion held on December 1, 2005

Mr. Coscia reported that NJDOT is moving ahead with their Long Range Plan quite rapidly and a draft document should be prepared by the end of December. Mr. Coscia commented that the Plan is a Policy Plan and not a detailed facilities plan, however, the Plan examines a number of alternative financial innovative solutions for New Jersey. It is expected that the final Plan will be presented to the Board for their review.

c. American Association of State Highway and Transportation Officials (ASSHTO) Census Letter

Mr. Coscia pointed out the ASSHTO letter dated November 10, 2004 (distributed to the Board) with reference to the their position on the Census. The letter stated that *ASSHTO supports funding at the House level of \$146 million to provide much needed Census data for maintaining and improving our nation's highway and transit systems. This data is currently being tested to see if it can be provided through the American Community Survey (ACS). For the 2000 Census and prior, this type of data was provided through the Census long form.*

Mr. Coscia stated that DVRPC's position was that the ACS did not provide the sufficient data at the correct geographic units for regional transportation planning.

Larry King, Pennsylvania Department of Transportation commented that he believes no attempt is being made to shift back to the census long form.

Mr. Coscia agreed, however, believes that, when the time comes to collecting sufficient data it will be very difficult without the census long form.

d. TransAction 2006

Mr. Coscia pointed out the flyer announcing the TransAction 2006 Annual NJ State Transportation Conference and Expo (distributed to the Board). The conference is scheduled for April 10, 11, and 12, 2006 at the Tropicana Resort and Casino in Atlantic City, NJ.

10. Committee Reports

The Planning Coordinating Committee/Regional Transportation Committee report was distributed to the Board for their review.

11. One Minute Reports

Linda Hayes, Delaware River Port Authority, thanked NJDOT for providing the \$1.5 million to undertake an alternatives analysis for the South Jersey Transit extension.

Brent Barnes, NJDOT, commented on the high cost of the New Jersey Bus Rapid Transit. It is anticipated that a substantial portion of the funds will be provided by public/private partnerships which will keep the state's costs at a minimum.

Mr. King pointed out to the Board that TIP PA05-51, I-95 Bleigh to Academy in Philadelphia, which was tabled on the agenda was not as a result of the merit of the project or the cost increase, however, is a result of details relating to financial

constraint. Action for this project will be requested at the regular January Board meeting.

Mr. Coscia pointed out to the Board an article (distributed to the Board) published in the Federal Highway Administration *Public Roads* magazine entitled: *Scenario Planning*. The well written and very informative article sites DVRPC as an excellent example of the scenario planning process for the long range plan.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 4:15 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for December 2, 2005
- (2) RCC Recommendations to the Board for December 2, 2005

Additional Documents Distributed to the Board:

- (1) *Alert*, November 2005
- (2) *TravelSmart*, November 2005

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of December 2, 2005

Location: Resorts Casino Hotel
1133 Boardwalk
Atlantic City, New Jersey

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

Pennsylvania Department of Transportation

Larry M. King

New Jersey Department of Transportation

Brent Barnes

New Jersey Governor's Appointee

Keith Barrack

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Kenneth Klothen

Pennsylvania Counties

Charles H. Martin
Lynn Bush

New Jersey Counties

Thomas J. Gurick

City of Camden

(not represented)

City of Philadelphia

Gary Jastrzab

Guests

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Rena Cutler
James Mosca
Linda Guarini (Dist. 6-0)

New Jersey Department of Transportation

James Snyder
James B. Lewis
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Delaware County

John Pickett

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Call to Order

Thomas J. Gurick, Chair, called the Executive Committee meeting to order at 4:14 p.m.

1. Minutes of Meeting of September 22, 2005

On a motion by Mr. Hayden, seconded by Mr. Barrack, the minutes of the meeting of October 27, 2005 were approved as distributed.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 4:16 p.m.