

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of January 25, 2007

Location: Delaware Valley Regional Planning Commission  
Main Conference Room 8<sup>th</sup> Floor  
190 N. Independence Mall, West  
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Brian Cuccia

New Jersey Governor's Appointee

(not represented)

Pennsylvania Governor's Appointee

(not represented)

Pennsylvania Governor's Policy Office

Joanne r. Denworth  
Kenneth Klothen

Pennsylvania Department of Transportation

James Ritzman  
Robert Hannigan

Bucks County

Lynn Bush

Chester County

Carole Aichele  
Ronald T. Bailey

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Burlington County

Jerald R. Cureton  
Carol Ann Thomas

Camden County

Louis Cappelli, Jr. Esq.

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester	William Payne
City of Philadelphia	Gary Jastrzab
City of Camden	(not represented)
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Dennis Merida Lawrence Cullari Joung Lee Roger Call David Hawk Jeanette Mar
Pennsylvania Division	Matt Smoker
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	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	(not represented)

Regional Citizens Committee Chairman

Warren Strumpfer

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Timothy Carson  
Thomas Coleman

DVRPC Staff: Barry Seymour, Donald Shanis, Chick Dougherty, Richard Bickel, Thabet Zakaria, Patty Elkis, Suzanne McCarthy, Karen Morris, Jane Meconi, Reiner Pelzer, Ted Dahlburg, Candy Snyder, Phyllis Robinson and Jean McKinney.

Guests

Pennsylvania Department of Transportation

James Mosca  
Linda Guarini (Dist. 6)  
Angela Watson

Delaware River Joint Toll Bridge Commission

Glenn F. Reibman

Cross County Connection Transportation  
Management Association

William Raggazine

Representative for congressman Patrick Murphy

Phillip Lorenzon

Representative for Congressman Joe Sestak

Bill Walsh

Michael Baker Jr., Inc.

Ryan Furgerson

**Call to Order**

Chair Joanne R. Denworth called the meeting to order at 10:08 a.m. and welcomed new Board Members Louis Cappelli, Camden County Freeholder, and James Ritzman, PennDOT Acting Deputy Secretary for Planning.

**Public Comments on Non-Agenda Items**

No public comments were stated on non-agenda items.

**1. Minutes of Meeting of December 7, 2006**

On a **Motion** by Mr. Cureton, seconded by Mr. Hughes, the minutes of the Board meeting of December 7, 2006, were approved as distributed.

## 2. Transportation Improvement Program (TIP) Actions

Chick Dougherty, DVRPC staff, presented the following TIP actions for Board approval:

- a. TIP Action PA07-19: American Cities/Safe Routes to School Phase 3 (proposed new DEMO Project MPMS #74828), Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, American Cities/Safe Routes to School Phase 3, (MPMS #74828) using \$320,000 DEMO funds provided through a SAFETEA-LU earmark, and a \$80,000 local match provided by the City of Philadelphia for preliminary engineering in FY07 and FY08. This earmark ID is #2662, and the total earmarked amount is \$3.2 million DEMO funds \$800,000 Local Match. The remaining \$2.56 Million DEMO/\$640,000 Local match for construction will be programmed on a future fiscal constraint chart. This project is the third phase of the City's Safe Routes to School project. The project will include installation of school flashers, bumpouts and crosswalks at various locations throughout the City of Philadelphia.

Financial constraint will be maintained as this project uses specially earmarked SAFETEA-LU DEMO funds.

The TIP's current conformity finding will not be impacted by this amendment as the project is exempt.

- b. TIP Action PA07-20: Roosevelt Boulevard Safety Improvements (proposed new DEMO Project MPMS #74839), Philadelphia

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Roosevelt Boulevard Safety Improvements (MPMS #74839) using \$1.274 Million DEMO funds provided by a SAFETEA-LU earmark, acknowledging Toll credit match. The project will provide for the design, final design and construction of safety improvements along the signalized portion of Roosevelt Boulevard roughly between 9<sup>th</sup> Street and the Bucks County line. The project will include a public education effort, upgrading signing along the corridor, relocation and elimination of various crossovers, installation of permanent speed boards at various locations and additional safety related measures. The funding will be programmed for preliminary engineering in FY07 (\$300,000 DEMO funds/\$0 Toll credit match); final design in FY07 (\$125,000 DEMO funds/\$0 Toll credit match); construction in FY07 (\$849,000 DEMO funds/\$0 Toll credit match). The SAFETEA-LU

DEMO ID# is 3004, PA ID #493 and is for a total of \$3.2 million. The \$1.926 million balance of the DEMO will be programmed on a future fiscal constraint chart.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds, acknowledging Toll Credit Match.

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the PCC/RTC for the board to approve TIP Actions PA07-19 and PA07-20.

Favorable recommendation was also received from the RCC for TIP Action PA07-19. The RCC recommended approval of TIP Action PA07-20, however, the RCC added that the FY07 Planning Work Program should include a "Complete Streets" study of Roosevelt Boulevard that will specifically examine not only how to increase safety along the boulevard, but how to make the roadway more bicycle and pedestrian friendly. "Complete Streets" are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a "complete street."

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

**MOTION** by Mr. Jastrzab, seconded by Mr. Cureton, that the Board approve the following TIP Actions

- (1) TIP Action PA07-19: the City of Philadelphia's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new \$4 million project to the TIP, American Cities/Safe Routes to School Phase 3, programming \$320,000 DEMO/\$80,000 PE in FY07 and FY08. The remaining funds (\$2.56 million DEMO/\$640,000 Local) for construction will be shown in an upcoming fiscal constraint chart.
- (2) TIP Action PA07-20: PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, Roosevelt Boulevard Safety Improvements (MPMS #74839) and programming \$1.274 Million DEMO funds, acknowledging Toll credit match in FY07 accordingly: preliminary engineering in FY07 (\$300,000 DEMO funds/\$0 Toll credit match); final design in FY07 (\$125,000 DEMO funds/\$0 Toll credit match); construction in FY07 (\$849,000 DEMO funds/\$0 Toll credit match).

c. TIP Action NJ07-05: Route 130/Campus Drive (DB #95078B1)  
Burlington County

Burlington County has requested that DVRPC modify the FY2007-2010 TIP for New Jersey by adding the final design phase back into the US 130 Campus Drive Project, (DB #95078B1) to FY07. Further, shift a portion of the right-of-way phase from FY07 to FY08, and shift the construction phase from FY08 to FY09, using DEMO funds provided through TEA-21 and drawing \$1.5 million from the DVRPC Future Projects Line Item (DB #D026) in FY09 for construction. The funding will be programmed for final design in FY07 (\$1,000,000 DEMO); a portion of the right of way will be shifted from FY07 to FY08 (\$700,000 DEMO); construction will be shifted from FY08 to FY09 (\$188,000 DEMO/\$1.5 million STP-STU). Final design was originally programmed in FY06 (\$500,000 DEMO) but not authorized, and more recent and accurate estimates have been made. Further the amount shown as still available from the DEMO was not properly programmed and needed to be adjusted: \$2.188 million is available from the earmark. This project will provide for the relocation of jughandles from milepost 44.75 to Campus Drive (milepost 44.52) and modification of existing traffic patterns to serve identified community and safety needs. Campus Drive will be extended from Sunset Road to Salem Road (approximately 1/3 mile).

Financial constraint will be maintained as this project uses DEMO funds provided by TEA-21, and by drawing \$1.5 million STP-STU funds from the DVRPC Future Projects Line Item (DB #D026).

The TIP's current conformity finding will not be impacted by this modification as this project has already been included in the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Action NJ07-05.

Favorable recommendation was also received from the RCC with the proviso that bicycle and pedestrian use for the entire project be accommodated.

Donald S. Shanis, Deputy Executive Director, responded that bicycle and pedestrian accommodations are routinely examined on these projects as they move forward.

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

**MOTION** by Mr. Cuccia, seconded by Mr. Cureton, that the Board approve TIP Action NJ07-05, Burlington County's request to modify the FY2007-2010 TIP for New Jersey by adding the final design phase to Campus Drive, (DB #95078B1) in FY07 (\$1,000,000 DEMO); shifting a portion of the right of way from FY07 to FY08 (\$700,000 DEMO); shifting the right of way phase from FY07 to FY08 (\$400,000 DEMO), and shifting the \$1.688 million construction phase to FY09, funding it with the remaining DEMO balance (\$188,432) and \$1.5 million FY09 STP-STU funds from the DVRPC Future Projects Line Item, DB #D026.

- d. TIP Action NJ07-06a: Route 295, Tomlin Station Road to Route 45, Rehabilitation (DB #00372A), Gloucester County

NJDOT has requested that DVRPC modify the FY2007-2010 TIP for New Jersey by increasing the FY08 construction funding for the Gloucester County section of the Route 295 Rehabilitation project (DB #00372A) between Tomlin Station Road and Route 45 by adding \$42.915 million (\$27.37 million IM funds/\$15.545 million State funds). There has been a significant cost increase to this project, attributable primarily to the rise in the cost of materials, addition of \$4 million for ITS components to the project, and increased traffic control measures. The increase will raise the cost of this section from \$44.347 million to \$87.262 million. This hyperbuild "fix it first" roadway rehabilitation project will provide for the excavation and rebuilding the roadway project, as well as excavation to allow for vertical clearance at the overpass. The project description will be edited to reflect an accurate construction estimate.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP's current conformity finding will not be impacted by this modification as this project is exempt.

- e. TIP Action NJ07-06b: Route 30, Clementon at Gibbsboro Road (proposed deletion, DB #95032), Camden County

NJDOT has requested that DVRPC amend the FY2007-2010 TIP for New Jersey by deleting the Route 30, Clementon at Gibbsboro Road project (DB #95032) from the TIP by removing the FY09 construction funding (\$2.2 million HSIP funds). NJDOT's solution to this heavy accident location with a high rate of turning movements became a large scale widening of the intersection which was locally opposed, and the scaled back version of the project was not acceptable to the municipality. After further review and

consideration, NJDOT believes that a new traffic signal and newly striped dedicated turn lanes will alleviate the safety problems at the location, and NJDOT will monitor the location for a year after those improvements are made in the spring of 2007. This project is currently programmed for \$2.2 million HSIP funds for construction in FY09.

This amendment will not negatively impact financial constraint.

The TIP's current conformity finding will not be impacted by this modification as this project is exempt from the regional air quality analysis.

f. TIP Action NJ07-06c: Route 30, Cooper River Drainage Improvements (DB #9377), Camden County

NJDOT has requested that DVRPC modify the FY2007-2010 TIP for New Jersey by deferring the FY08 and FY09 construction phases to FY11 for the Route 30, Cooper River Drainage Improvements, (DB #9377). The construction phases will be deferred from FY08 (\$10,870,000 NHS) and from FY09 (\$8,250,000 NHS) to FY11 (\$19,120,000 NHS). Funds from the deferred construction phases in FY08 and FY09 will be used to offset the cost of the construction phase of a project with a higher priority, Route 295, Tomlin Station Road to Route 45, Rehabilitation (DB #00372A), Gloucester County. The Cooper River Drainage project includes drainage improvements in the vicinity of Baird Boulevard and will include a tidal gate on the Cooper River approximately 165 to 230 feet downstream of the East State Street Bridge. The gate will be remotely operated from the NJDOT Regional Office in Cherry Hill. Highway stormwater runoff will be separated from sanitary sewers. Two water quality basins will be constructed inside ramps at Baird Boulevard. Also, two oil-water separators are proposed for water quality at two locations where the stormwater could not be directed into the water/quality basins. Outflow pipes from the proposed basins and oil-water separators will be fitted with tideflex valves to prevent backflow from water stored in the Cooper River basin. A 3-foot by 600-foot berm will be constructed east of the gate. NJDOT expects to be able to advance the construction phase in the future.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP's current conformity finding will not be impacted by this modification as this project is exempt.

g. TIP Action NJ07-06d: Route 73, Fox Meadow Road/Fellowship Road (DB #94068), Burlington County

NJDOT has requested that DVRPC amend the FY2007-2010 TIP for New Jersey by changing the scope of the state funded Route 73, Fox Meadow Road/Fellowship Road project (DB #94068) and reducing the programming for the project. The project has been scaled down through NJDOT's "Smart Solutions" effort and reduced in cost by eliminating \$22.038 million state funds from the FY09 construction phase. The project will improve a heavily congested intersection and drainage at the trouble spots that currently have flooding problems. The reduction in cost is attributable to retaining the existing vertical clearance of the bridge and require replacement of the bridge superstructure in lieu of an entire bridge replacement, and will add a 15' auxiliary lane instead of a 12' lane and a 10' shoulder for Route 73 North Bound beyond Fox Meadow Road. This project is currently programmed for \$4.1 million state funds for utility phase in FY07, \$18.938 million state funds for construction in FY08, and \$22.038 million state funds for construction in FY09. The community is not opposed to the revisions, and the project description will be edited to reflect the accurate description.

This amendment will not negatively impact financial constraint.

The TIP's current conformity finding will not be impacted by this modification as this project has already been included in the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions NJ07-06a and NJ07-06b, NJ07-06c, and NJ07-06d.

Favorable recommendation was received from the RCC that the Board approve TIP Actions NJ07-06a and NJ07-06b. The RCC recommended approval of TIP Action NJ-07-06c only if the following stipulations were met:

Whereas, NJDOT has requested that DVRPC modify the FY 2007-2010 TIP for New Jersey by deferring the FY08 and FY09 construction phases to FY11 for the Route 30, Cooper River Drainage Improvement (DB#9377; and

Whereas, Project DB#9377 will disturb land that the NJDEP has designated as habitat for threatened and endangered species by cutting trees along the Cooper River and installing a berm; and

Whereas, the adjacent Cherokee Cramer Hill and Cherokee Pennsauken Redevelopment Projects contain plans that will also disturb threatened and endangered species habitats;

Therefore, the RCC recommends that DVRPC approve TIP Action NJ07-06c on the condition that the funds diverted from the deferred construction phases will not be restored until and unless NJDOT first completes an environmental assessment of the cumulative environmental impacts of Project DB#9377 together with the proposed Cherokee Cramer Hill and Cherokee Pennsauken Redevelopment Projects and the NJDEP certifies that the actions will not have an adverse impact on the habitat of threatened and endangered species and the Cooper River basin.

The RCC agrees that flood control along Route 30 is necessary but this is not the way to achieve it. Flood plains are a natural means of containing tidal surge and floodwaters. There are few flood plains left along the Cooper River. The RCC suggests re-examining the flood control issue.

Mr. Dougherty responded that the RCC's recommendations would be forwarded to NJDOT.

Favorable recommendation was received from the RCC that the Board approve TIP Action NJ06-06d, however this recommendation is contingent upon bicyclists and pedestrians being accommodated. The committee has major concerns about the elimination of shoulders in this area.

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

**MOTION** by Mr. Cuccia, seconded by Ms. Paul that the Board approve the following TIP Actions:

- (1) TIP Action NJ07-06a, NJDOT's request that DVRPC modify the FY2007-2010 TIP for New Jersey by increasing the FY08 construction phase of the Route 295 Rehabilitation, Tomlin Station Road to Route 45 project (DB #00372A) by \$42.915 million (\$27.37 million IM funds/\$15.545 million State funds). The project description will be edited to reflect an accurate construction estimate.
- (2) TIP Action NJ07-06b, NJDOT's request that DVRPC amend the FY2007-2010 TIP for New Jersey by deleting the Route 30, Clementon at Gibbsboro Road project (DB #95032) from the TIP by removing the FY09 construction funding ( \$2.2 million HSIP funds).
- (3) TIP Action NJ07-06c, NJDOT's request to modify the FY2007-2010 TIP for New Jersey by deferring the FY08 (\$10,870,000 NHS) and FY09 (\$8,250,000 NHS) construction phases to FY11

(\$19,120,000 NHS), of the Route 30, Cooper River Drainage Improvements, (DB #9377).

- (4) TIP Action NJ07-06d, NJDOT's request that DVRPC amend the FY2007-2010 TIP for New Jersey by changing the scope of the Route 73, Fox Meadow Road project (DB #94068) and removing the FY09 construction phase (\$22.038 million state). The project description will be edited to reflect the accurate description.

### **3. DVRPC Fiscal Year 2007 Planning Work Program Amendments**

Dr. Shanis presented the following Planning Work Program Amendments to the Board for approval.

#### **a. Supplemental I-95 Street Road Interchange Traffic Study**

In FY 04, DVRPC staff prepared 2030 traffic forecasts for the proposed reconstruction of the I-95 Interchange at Street Road. Traffic associated with the recently approved slots parlor at Philadelphia Park Racetrack was not included in the DVRPC traffic study, completed in September of 2004. Under this supplemental work program, DVRPC will prepare updated forecasts for the I-95 mainline, Street Road, and its I-95 interchange assuming that the slots parlor at the racetrack is in operation. This study will be initiated in FY07 and completed in FY08.

The cost and source of funds is \$90,000 in dedicated funds from the Pennsylvania Department of Transportation.

#### **b. DVRPC FY 2007 Planning Work Program Amendment: Interstate 95/US 322 Interchange Improvement Traffic Study, Delaware County**

PENNDOT and their consultants (DMJM & Harris) are studying alternate configurations for the Interstate 95 / US 322 interchange in Delaware County to improve the flow of traffic and increase safety. This study will address a major weaving movement across three lanes of I-95 traffic, other geometric problems, and improve access to large commercial developments in the area. DVRPC has been asked to develop daily and peak hour traffic forecasts for this effort.

The cost and source of funds is \$130,000 in dedicated funds from Pennsylvania Department of Transportation.

Favorable recommendation was received from the PCC/RTC that the Board approve the Work Program Amendments.

Favorable recommendation was also received from the RCC. The RCC also noted that due to serious safety issues, these projects are long overdue.

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

**MOTION** by Mr. Pickett, seconded by Mr. Payne that the Board amend the DVRPC Fiscal Year 2007 Planning Work Program to include the Supplemental I-95 Street Road Interchange Traffic Study and the Interstate 95/US 322 Interchange Improvement Traffic Study.

**4. Approval of the DVRPC Project Rankings for the Pennsylvania Portion of the Draft FY 2007/2008 Airport Capital Improvement Program (ACIP)**

Reiner Pelzer, DVRPC staff, explained to the Board that in 2003 the PENNDOT Bureau of Aviation (BOA) asked DVRPC to create a regional four year ACIP in the same form that the BOA produces for the Federal Aviation Administration annually. The intent is to let regional input be part of the deliberation and decision making process for selecting statewide airport development projects. After a successful pilot period, PennDOT requested an official SFY 2005 ACIP from DVRPC for their project selection process. This year PennDOT requested a SFY2007 fiscally constrained project rating table.

In preparation of this document, the DVRPC role includes facilitating planning meetings with each DVRPC Pennsylvania System Plan airport sponsor; and developing a ranking system under federal, state, and regional guidelines, resulting in a list (distributed to the Board) of proposed SFY 2007/ FFY 2008 airport projects. Upon Board approval the list will be submitted to the PennDOT BOA.

Twenty five percent of the total state, federal apportionment and federal discretionary monies is requested to be allocated to projects in the DVRPC region, based on aviation activity in the DVRPC region and negotiations with PennDOT. Hence, the project ranking is necessary to insure appropriate and fair funding distribution within the region and also to demonstrate to PennDOT, BOA and the Federal Aviation Administration, regional funding needs.

Mr. Pelzer then presented slides showing the Pennsylvania aviation facilities in Bucks, Montgomery, Chester Counties, and the City of Philadelphia, the process and guidelines for selecting the projects, and the highlights of these projects.

Mr. Seymour added that the Aviation element of transportation is an important part of the region's economy.

Ms. Denworth inquired as to the makeup of the DVRPC Regional Aviation Committee.

Mr. Pelzer responded that the committee is made up of airport operators, FAA, PennDOT, NJDOT, consultants, and the public.

Jerald R. Cureton, Burlington County, inquired if any studies were done to examine the amount of departures and arrivals performed by recreational vs. business aircraft at the airports.

Roger Moog, DVRPC staff, responded that aircraft counts are done and typically it amounts to approximately 90% recreational and 10% business aircraft. The business aircraft are usually used less frequently than the recreational aircraft. Mr. Pelzer added that the business trips are becoming more popular even on the weekends.

Mr. Cureton stated that he senses there will be a shift in the business travelers flying habits with the advent of the very light jet (VLJ). Business travelers will not need to use the Philadelphia International Airport because VLJs will be available to them. If that is the case, will the smaller airports be able to accommodate the VLJs?

Mr. Pelzer responded that this is a very viable expectation, however, the shift will be very gradual. The smaller airports will need to expand (runway extensions) to accommodate these jets.

Mr. Pelzer also mentioned that the small aircrafts are not only used for recreation but are an integral part of medical emergencies.

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

**MOTION** by Mr. Cureton, seconded by Mr. Hughes, that the Board approve the DVRPC project ranking of regional airport development projects for the Pennsylvania Portion of the Regional Airport Capital Improvement Program.

##### **5. Adoption of the DVRPC FY 2008 Unified Planning Work Program**

Barry J. Seymour, Executive Director, explained that the Fiscal Year 2008 Unified Planning Work Program (UPWP) consists 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.

This year internal shifts in terms of the structure of the UPWP were examined. Many smaller, similar, or related projects were able to be combined into one larger project for better efficiency and results.

Approximately 100 projects were identified and combined into 26 categories within the larger project description.

To support certain projects which the Board has selected for the DVRPC FY2008 UPWP, some TIP Actions (distributed to the Board) will need to be made to the FY07 TIP for New Jersey and FY07 TIP for Pennsylvania. The source of funds for projects in New Jersey will be the DVRPC Future Projects Line Item (DB#D026) and DVRPC Local Scoping (DB#X80B). The source of funds for projects in Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed. These are as follows:

**TIP Action NJ07-03: FY2008 UPWP Projects Funded by NJ FY07 TIP Funds**

- TCDI Administrative Services (DB #D0204) (100% Federal)	\$80,000
- TCDI Project Funds for FY08 Round 5 (DB #D0204) (\$500,000 Federal/\$125,000 Local Match) (Increase for every other year programming)	625,000
- Central New Jersey Forum (DB #02391) (100% Federal)	175,000
- Intelligent Transportation Systems (ITS) Including RIMIS (DB #X30A) (100% Federal)	<u>315,000</u>
<b>Total</b>	<b>\$1,195,000</b>
<b>Federal</b>	\$1,070,000
<b><u>Local</u></b>	<u>\$125,000</u>
	\$1,195,000

**TIP Action PA07-21: FY2008 PWP Projects Funded by PA FY07 TIP Funds**

- Closed Loop Traffic Signal Optimization Program (MPMS #70459) (\$64,000 Fed /\$16,000 State)	\$80,000
- TCDI Project Funds for FY08 Round 5 (MPMS #64652) (\$1,000,000 Federal/\$250,000 Local Match) (Increase for every other year programming)	1,250,000

- Access Management along PA Highways in the Delaware Valley (MPMS #70461) (\$64,000 Fed /\$16,000 State)	80,000
- Pennsylvania CMAQ Project Engineering Management (Decrease) (MPMS #66461) \$20,000 CMAQ/\$5,000 State)	(-25,000)
- Pennsylvania TE Project Engineering Management (Increase) (MPMS #66460) \$40,000 TE/\$10,000 State)	50,000
- Intelligent Transportation Systems (ITS) Including RIMIS (MPMS #72738) (\$756,000 Federal/\$189,000 State)	945,000
- Pennsylvania Ozone Action (Decrease) (MPMS #17928) \$20,000 CMAQ/\$5,000 State)	(-25,000)
- US 422 Corridor Transportation Plan - Phase 1 of 2 (MPMS #TBD) \$128,000 TBD/\$32,000 State)	160,000
- Paoli Transportation Center Planning Assistance-Phase 1 of 2 (MPMS #TBD) \$112,000 TBD/\$28,000 State)	140,000
- Germantown Avenue Corridor City/Suburb Collaboration Study Phase 1 of 2 (MPMS #TBD) \$96,000 TBD/\$24,000 State)	<u>120,000</u>
<b>Total</b>	<b>\$2,775,000</b>
<b>Federal</b>	\$2,220,000
State	\$305,000
<u>Local</u>	<u>\$250,000</u>
	<b>\$2,775,000</b>

Favorable recommendation was received from the PCC/RTC to adopt the UPWP with the understanding that the transit issues be addressed. A special committee has been designated to discuss transit planning. The committee will report their progress to the PCC/RTC and the Board.

Favorable recommendation was received from the RCC to adopt the UPWP.

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

**MOTION** by Mr. Romick, seconded by Mr. Jastrzab, that the Board adopt the FY 2008 DVRPC Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by passing Resolution No. B-FY07-003 (copy attached). Further, approve the actions to amend or modify the FY 2007 TIP for New Jersey (NJ07-03) and the FY 2007 TIP for Pennsylvania (PA07-21) as required.

**6. Adoption of the DVRPC Title VI Compliance Plan**

Candace Snyder, DVRPC staff explained to the Board that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination under Title VI of the 1964 Civil Rights Act in federally funded activities. Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, national origin, sex, age or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance. During the past six years, a renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment to Title VI has, and continues to be, reflected in the Delaware Valley Regional Planning Commission's (DVRPC's) Work Program, publications, communications, public involvement efforts, and general way of doing business.

As the Metropolitan Planning Organization (MPO) for the Delaware Valley, DVRPC is required to adopt a Title VI Compliance Plan which addresses such issues as responsiveness to Title VI requirements for project selection in the DVRPC Work Program, the TIP and our Long-Range Plan, as well as providing evidence of public outreach techniques that encourage the involvement of all of the region's citizens. This document establishes a framework for DVRPC's efforts to ensure compliance with Title VI and related statutes regarding nondiscrimination and Environmental Justice.

The Draft Plan was released on October 2, 2006 for a 45-day public comment period that ended on November 17, 2006. This comment period included public notification to approximately 2500 citizens, business leaders, governments and organizations; documentation in regional libraries; legal notices; media outreach; a public meeting; and placement on the Commission's Website. The Draft Plan, along with the Board's Self-Certification Resolution and a Title VI Assurance letter, was submitted to the New Jersey Department of Transportation (NJDOT) and Pennsylvania Department of Transportation (PennDOT) as part of their Compliance Report to FHWA.

A summary of public outreach, as well as copies of notices and comments received from the Regional Citizens Committee and DVRPC's attorneys was distributed to the Board. No comments resulted in substantive changes to the Draft Title VI Compliance Plan.

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

**MOTION** by Mr. Cuccia, seconded by Mr. Romick, that the Board adopt the DVRPC Title VI Compliance Plan.

**7. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Delaware County and Philadelphia**

Patty Elkis, DVRPC staff, explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment, and stormwater management projects, as well as brownfield assessments and remediation projects.

The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. PENNVEST has forwarded two applications to DVRPC for review for consistency with the regional plan.

(1) Philadelphia

- Canus Corporation North Second Street Development Brownfield Project: PENNVEST loan request for \$7,601,250 to remediate a brownfield site, a former scrap yard, currently contaminated with PCBs, lead, and contaminated building debris. The funding request also includes acquisition of the site so that Canus can begin the remediation and associated soft costs of the project. Upon the clean-up, Canus has developed schematic plans for a 150-unit residential and a 7-unit industrial studio development. The project is approximately three acres, located at 1300-54 North Second Street in the Kensington South neighborhood. The developer's project description also states that buildings will be LEED certified structures.

This project is consistent with the Destination 2030 Plan policy to revitalize and strengthen urban centers and to rebuild abandoned brownfield sites into thriving mixed use areas.

Favorable recommendation was received from the PCC/RTC that the Board

approve the PENNVEST application submitted by the Canus Corporation in Philadelphia.

The RCC also recommended approval, however, had some concerns. The RCC was uncomfortable with their positive vote due to the limited information given to them for this application and the long range implications to the environment. The RCC is concerned with long range safety, environmental, and environmental justice issues. The absence of approval information from the Environmental Protection Agency (EPA) and the Department of Environmental Protection (DEP) is not shown on the application and the RCC seeks reassurance from these environmental agencies that all contaminants on this site will be safely removed and controlled.

Mr. Seymour responded that the PENNVEST action is for the loan program which supports the project. The project still requires DEP review.

Kevin Gallagher, DEP, responded that DEP has met with the developer on this project and the plan for remediation of the site has been forwarded to DEP. Also, the clean up process will be performed. Mr. Gallagher stated that any information requested by the RCC will be forwarded to them.

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

**MOTION** by Mr. Jastrzab, seconded by Mr. Cuccia that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding request in Philadelphia is consistent with the *Destination 2030* Plan.

Ms. Elkis continued with the second application as follows:

(2) Delaware County

- Chadds Ford Township Sewer Authority for Turner's Mill Sewer Plant and Collection Facilities: PENNVEST loan request for \$1,600,000 for sewage collection facilities to serve Chadds Ford Village and other nearby areas, and a pro rated allocation of the cost of the Turner's Mill Plant capacity. The plant has a capacity of 140,000 gpd, which was built to serve a new development, as well as to serve Chadds Ford Village and other nearby areas that suffer from malfunctioning septic systems or that have small sewage treatment plants in need of replacement. Due to the poor soils and wet conditions in the Chadds Ford Village area, the current sewage disposal conditions could have negative impacts on the Brandywine Creek.

This project along Route 1 in Chadds Ford Township is in an existing developed area and will improve the water quality of the Brandywine Creek. As such, these projects are consistent with the goals and policies of the regional plan.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve the PENNVEST application in Delaware County.

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

**MOTION** Mr. Pickett, seconded by Mr. Payne, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding request in Delaware County is consistent with *Destination 2030* Plan.

#### **8. Proposed Amendments to the Tri-County Water Quality Management Plan**

Suzanne McCarthy, DVRPC staff, explained to the Board that in 1984, the New Jersey Department of Environmental Protection implemented a procedure to ensure that all requests for water quality permits are consistent with approved Wastewater Management Plans and the Tri-County Water Quality Management Plan. New Jersey DEP reviews all permit applications and for those which are inconsistent with Wastewater Management Plans or the Tri-County Water Quality Management Plan, the applicant may elect to seek a plan amendment.

DVRPC is the designated area-wide water quality management planning agency for the Tri-County area (Burlington, Camden and Gloucester counties), and DVRPC approval is one of several that amendment applicants must receive before New Jersey DEP will consider the amendment package complete. Two amendments have been submitted as follows:

(1) Medford Crossings North and South Wastewater Management Plan  
Amendment: Medford Township, Burlington County

This amendment would amend the Tri-County Water Quality Management Plan and the Medford Township Wastewater Management Plan. The amendment proposes an expansion of the previous planning flow assigned to the development known as Medford Crossings North and Medford Crossings South (formerly known as Easttown/Eayrestown), which is a mixed use development located on Route 70 in Medford Township.

This project serves to alleviate existing problems and is in an area already developed or identified as a Future Growth Area as designated in the DVRPC Year 2025 and Year 2030 Plans. As such, this project is consistent with the goals and policies of the regional plan.

Favorable recommendation was received from the Tri-County Water Quality Management Board for this amendment.

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

**MOTION** by Mr. Romick, seconded by Ms. Paul that the Board approve the amendment to the Tri-County Water Quality Management Plan entitled: Medford Crossings North and South Wastewater Management Plan, Medford Township, Burlington County by passing the Statement of Consent No. B-FY07-004 (copy attached).

(2) Florence Township Wastewater Management Plan, Florence Township, Burlington County

This amendment would amend the Florence Township Wastewater Management Plan and the Tri-County Water Quality Management Plan by adding a 69.59 acre sewer service area (SSA) in the western portion of Florence Township along the route 130 corridor adjacent to Florence's border with Burlington township.

This project serves to alleviate existing problems and is in an area already developed or identified as a Future Growth Areas as designated in the DVRPC Year 2025 and Year 2030 Plans. As such, this project is consistent with the goals and policies of the regional plan.

Favorable recommendation was received from the Tri-County Water Quality Management Board for this amendment.

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

**MOTION** by Mr. Romick, seconded by Mr. Cuccia, that the Board approve the amendment to the Tri-County Water Quality Management Plan entitled: Florence Township Wastewater Management Plan, Florence Township, Burlington by passing Statement of Consent No. B-FY07-005 (copy attached).

## **9. New Jersey Safety Program**

Dennis Merida, Federal Highway Administration, New Jersey, attended the Board meeting to present the Dave Powell Excellence Award. This award recognizes a commitment to the principles by which Dave Powell lived and worked. These include: (1) an unwavering and long-term commitment to enhancing the partnership between DVRPC and the Federal Highway Administration while achieving quality results for the citizens of this great State and (2) conducting your actions with the highest regard for creating “win-win” situations, always dealing with people with respect and dignity. Mr. Merida presented the award to Rosemarie Anderson, DVRPC staff.

A surprised Ms. Anderson thanked Mr. Merida and commented that the Safety Program has become a very important element in transportation. Ms. Anderson hopes DVRPC's effort will make a difference in other regions. Ms. Anderson also thanked the staff who work with her on this program.

## **10. Impacts of Gaming in Greater Philadelphia**

Karin Morris, DVRPC staff, presented to the Board the highlights of the study entitled: *Impacts of Gaming in Greater Philadelphia* (distributed to the Board). This study particularly examines potential transportation, land use, and visual quality impacts of gaming at eight sites in the region. The sites include: Philadelphia Park, Bucks County, Harrah's Chester Racetrack and Casino, Delaware County, Limerick Casino, Hotel and Conference Center, Montgomery County, Foxwoods Casino, Philadelphia, Riverwalk Casino, Philadelphia, SugarHouse Casino, Philadelphia, Pinnacle Casino, Philadelphia, and TrumpStreet Casino, Philadelphia.

To assist with the study, a Study Advisory Committee was formed and included the following: the Philadelphia City Planning Commission, the affected counties and townships, Philadelphia Gaming Advisory Task Force, economic development groups, transit authorities, DOT's, DRPA, and the Transportation Management Associations.

Ms. Morris then presented the findings with reference to land use, transportation impacts, and signage.

Land use recommendations consisted of updated zoning, updated comprehensive plans, support to neighborhoods in their quest for Community Investment Agreements with Casinos, and providing some funding stream to compensate for the increased impacts brought on by the casinos and related development.

Although it was found that impacts to local roadways may occur, it was found that the transportation studies have shortcomings with no clear guidelines or required

data. The implications, however, are that the regional transportation impacts will be minimal. Gaming is basically land use dominated by cars, however, off-site parking with shuttles, light rail, water taxis, and better transit availability should be examined.

Signage was examined and while the gaming facilities will bring new and different types of signs into the region, these signs need not be “ugly” or a nuisance if certain best practices are followed. The affected communities must balance the need for economic growth with concerns over community aesthetics and traffic safety. The study recommends updating local sign ordinances into one unified ordinance that considers new types of signs/technology; form-based not content.

Ms. Morris concluded with the “next steps” and stated that the full report is available on the DVRPC website ([www.dvrpc.org](http://www.dvrpc.org)) which includes a *Poll the Region* feature. DVRPC will also assist Penn Praxis with a waterfront study and a follow-up study will be conducted once casinos open to review impacts.

Chair Denworth asked Gary Jastrzab, Philadelphia City Planning, if changes are being discussed for the city’s planning and zoning requirements? Mr. Jastrzab responded that the Philadelphia City Planning Commission has passed an ordinance (Commercial Entertainment District) which mandated elements, required as policy, such as access to the waterfront. The city has taken some first steps and an ongoing effort is being made to prepare a new Central Delaware Riverfront Plan. An advisory committee, primarily funded by the William Penn Foundation, has been formed which consists of local government agencies and community organizations to oversee this effort. Also, a variety of community meetings have been held to gather input and public values in creating a new vision for the Central Delaware Riverfront. Additional events will occur over the next several months. In early February, a public meeting will be held in Philadelphia with experts in Riverfront development; late spring, a three-day charette will be held with community organizations and international experts on Riverfront development; and in the fall it is hoped that preliminary recommendations will be available for a public showplace to demonstrate the new vision. Finally, it will be the responsibility of the various departments from the City of Philadelphia, and other agencies to develop the vision in more detail and carry out the improvements. Many of the DVRPC report recommendations, such as transit, are being considered.

William Payne, Chester City, commented that Chester’s decision to develop its waterfront, which included gaming is proving to be a great success.

Mr. Jastrzab added that there is much community concern about the two gaming sites (anchoring the two ends of the waterfront) in Philadelphia, such as traffic, parking, and the impact of traveling through adjacent neighborhoods to get to the sites.

Chair Denworth inquired if there were any transit routes which would access the gaming sites.

Mr. Jastrzab responded that there are existing bus routes and SEPTA is examining service frequency and possible adjustment of those routes. Currently there is no fixed rail along the Delaware River.

#### **11. Freight For A Day**

Ted Dahlburg presented the results of the DVRPC survey, *Freight For A Day*, conducted on September 20, 2006.

Mr. Dahlburg summarized that the basic task of this survey was to ask local shippers, carriers, and transportation providers to file data reports to DVRPC of their activities on September 20, 2006. The major purpose of the day was to promote the regions freight network. Of particular interest was what takes place at facilities such as the interstate, the Delaware River, and the major rail freight lines.

The members of DVRPC's Freight Advisory Committee and others pledged and delivered their support for this event. Altogether, DVRPC received 50 activity reports for *Freight For A Day*.

Mr. Dahlburg then presented slides of how the freight network meets consumer needs via truck, ship, barges, rail service and air cargo. Mr. Dahlburg also commented on the need for qualified truck drivers, the amount of air mail and air cargo which goes through the airport, and the increasing concern for enforcement, safety, and security.

Mr. Dahlburg concluded that *Freight For A Day* revealed good benefits and results and may be an exercise repeated in the future.

Dr. Shanis announced that Mr. Dahlburg has been elected as first Vice President of the Traffic Club of Philadelphia and has the responsibility of planning their annual event for that group for 2008.

**12. Regional Citizens Committee (RCC) Report**

Warren Strumpfer, RCC Chair, reported that a lengthy, contentious discussion was held at the RCC meeting of January 16, 2007 with reference to the PENNVEST request for funding application in Philadelphia previously approved at this Board Meeting. An incident occurred during the discussion where an RCC member made personal accusations to a DVRPC staff member. Mr. Strumpfer regrets this occurrence of over zealous and rude behavior and called the offended DVRPC staff member to apologize. Mr. Strumpfer stated that the RCC will not condone an “attack on the messenger”, especially since the RCC has only the highest respect for DVRPC and its staff. Mr. Strumpfer continued to say that he feels it is a privilege to participate in one of the best public forums he has ever witnessed. As Chair, Mr. Strumpfer stated he will make every effort to exercise better control of the meeting and provide a more civil and non-adversarial forum for the DVRPC staff and all involved.

**13. Executive Director’s Report**

Mr. Seymour reported on the following items:

a. Pennsylvania Transportation and Funding Reform Commission

No legislative action was taken during the recent commission meetings, however, Governor Rendell did announce his priorities for his second term which include transportation.

DVRPC staff will continue to meet with local stakeholders as well as SEPTA to discuss what the options for spending if additional funding becomes available.

Timothy Carson, Pennsylvania Co-Counsel, and a member of the Pennsylvania Turnpike Commission, commented on the Governors current Solicitation of Interest for the sale of the Turnpike. If there is a sale, the possibility of turnpike tolls will increase and with the lack of transportation alternatives, individuals will be willing to pay.

The turnpike plays a critical role as a transportation artery. If concession agreements are made and tolls increase they would last for 75 to 99 years and this would impact the region for generations. Even though individuals will pay the increase, at a certain point in the future traffic will leave the turnpike and divert onto local roads. Even issues with freight may change as trucks divert to free roads which may take them around the port of Philadelphia to bypass the turnpike. Mr. Carson urged DVRPC to stay involved in the negotiations because these decisions will impact the entire Pennsylvania region. Mr. Seymour responded that 48 responses to the Solicitation of Interest have

been received and although the status of these are not known, hopefully DVRPC can schedule discussions with the Pennsylvania counties to stay abreast of the situation.

b. New Jersey Executive Order 37

On September 26, 2006, Governor Corzine issued Executive Order 37 which applies to agencies and authorities such as DVRPC. The Executive Order listed requirements which DVRPC must adhere to such as: (1) an annual report and a financial report; (2) annual Disclosure of Interest from Board Members; (3) procedures for RFPs and contractor selection, including equal opportunity for minority, women and small businesses; (4) annual audit; and (5) annual review to identify waste and inefficiency. Mr. Seymour commented that DVRPC is meeting all requirements of Executive Order 37.

c. County Meetings and Presentations

Continuing with the member government meetings, Mr. Seymour has met with and briefed the following: (1) Executive Director and Deputy Director for the City of Philadelphia Planning Commission; (2) Montgomery County Planning Commission; (3) Chester County Planning Director; and (4) Bucks County Commissioners and Chief Operating Officer.

d. PennDOT Quarterly Report

Mr. Seymour pointed out to the Board the letter (distributed to the Board) from James D. Ritzman, P.E. the new PennDOT Acting Deputy Secretary for Planning. The letter transmitted the Federal Fiscal Year 2007 first quarter progress report for our region which includes the quarterly expenditures relative to the TIP budget.

Mr. Ritzman commented that PennDOT usually sets up these targets based on specific federal funding and what type of obligation authority will be the responsibility of PennDOT. This early in the year it is difficult to decipher these targets without a specific number, however, Mr. Ritzman hopes these targets will be met.

e. Transportation Community Development Initiative (TCDI) Proposals

The TCDI call for proposals have been issued and the deadline submitting applications is February 23, 2007.

Mr. Seymour also pointed out the Municipal Resource Guide (distributed to

the Board). This Guide is a compilation of funding sources (federal, state, local, foundations, etc.) for local operations and specific projects.

#### **14. Committee Reports**

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Land Use and Housing Committee; (3) Regional Aviation Committee;
- (4) Goods Movement Task Force; and (5) Tri-County Water Quality Management Board.

#### **15. One Minute Reports**

Jerry Lutin, New Jersey Transit, reported that during the week of January 21 through January 27, 2007 individuals with student identifications can ride free on New Jersey Transit. Visit the New Jersey Transit website [www.njtransit.com](http://www.njtransit.com) to print out the certificate to ride free.

Mr. Lutin also announced the resignation of George Warrington, Executive Director, New Jersey Transit, effective March, 2007.

#### **OLD BUSINESS**

No old business was stated.

#### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:10 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for January 25, 2007
- (2) RCC Recommendations to the Board for January 25, 2007
- (3) Board Resolutions No. B-FY07-003, B-FY07-004, and B-FY07-005

Additional Documents Distributed to the Board:

- (1) DVRPC Analytical Date Report entitled: *The Aging of the Baby Boomers: Elderly and near-Elderly Population Characteristics*
- (2) *Alert*, January 2007
- (3) *TravelSmart*, January 2007

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of January 25, 2006**

Location: Delaware Valley Regional Planning Commission  
Main Conference Room 8<sup>th</sup> Floor  
190 N. Independence Mall, West  
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
Pennsylvania Department of Transportation	James Ritzman Robert Hannigan
New Jersey Department of Transportation	Brian Cuccia
New Jersey Governor's Appointee	(not represented)
Pennsylvania Governor's Appointee	(not represented)
Pennsylvania Governor's Policy Office	Joanne R. Denworth Kenneth Klothen
Pennsylvania Counties	Ronald Bailey
New Jersey Counties	Jerald R. Cureton, Esq. Carol Ann Thomas
City of Camden	(not represented)
City of Philadelphia	Gary Jastrzab

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6) Angela Watson
Chester County	Carol Aichele Ronald T. Bailey
Delaware County	John Pickett

Montgomery County	Kenneth Hughes
Camden County	Louis Cappelli, Jr. Esq.
Gloucester County	Charles E. Romick
Mercer County	Donna Lewis
City of Chester	William Payne
Federal Highway Administration New Jersey Division	Dennis Merida Lawrence Cullari Joung Lee Roger Call David Hawk Jeanette Mar
Pennsylvania Division	Matt Smoker
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
Cross County Connection Transportation Management Association	William Ragozine
Representative for Congressman Patrick Murphy	Phillip Lorenzon
Representative for Congressman Joe Sestak	Bill Walsh
Michael Baker Jr., Inc.	Ryan Furgerson
Regional Citizens Committee Chairman	Warren Strumpfer

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Timothy J. Carson  
Thomas Coleman

DVRPC Staff:

Barry Seymour, Donald Shanis, Chick Dougherty, Richard Bickel, Thabet Zakaria, Patty Elkis, Suzanne McCarthy, Karen Morris, Jane Meconi, Reiner Pelzer, Ted Dahlburg, Candy Snyder, Phyllis Robinson, and Jean McKinney.

**Call to Order**

Chair Joanne R. Denworth called the Executive Committee meeting to order at 12:10 p.m.

**1. Minutes of Meeting of December 7, 2006**

On a **motion** by Mr. Cureton, seconded by Ms. Paul, the minutes of the meeting of December 7, 2006 were approved as distributed.

**2. Draft DVRPC Fiscal Year 2008 Budget**

Barry J. Seymour, Executive Director, presented the highlights of the draft DVRPC Fiscal Year 2008 Budget as follows:

- The total budget is \$25,371,250 of which \$8,796,250 (35%) is for subcontracts to member governments, transit operating agencies, scoping contractors and Transportation and Community Development Initiative (TCDI) award winners.
- A personnel complement of 87 regular positions and 24 long-term temporary positions.
- A 4% pay-for-performance pool for FY 2008.
- Continued suspension of three paid holidays: Election Day, Lincoln's Birthday, and Good Friday.

Mr. Seymour then presented a budget comparison which resulted in a 6.6% increase from FY 2007 vs. FY 2008 for personnel services, a 3.3% increase for non-labor, a 18.3% increase for non-labor consultants, and a 16.8% increase for subcontracts to local government.

DVRPC's revenue is derived from a wide variety of funding sources, which include (1) Federal highway and transit funding for MPO services; (2) local payments for the general fund, comprehensive planning, airport system planning, and Tri-County water quality planning; and (3) contracts for services to federal, state and local agencies, as well as foundations and the private sector.

The FY 2008 Budget will be adopted at the February Board Meeting.

**3. DVRPC FY 2007 Planning Work Program Second Quarter Report**

Mr. Seymour pointed out the Planning Work Program Second Quarter Report distributed to the Board for their review.

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business the meeting was adjourned at 12:21 p.m.