

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of October 23, 2008

Location: Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Membership Present

New Jersey Department of Community Affairs
New Jersey Department of Transportation
New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy Office
Pennsylvania Department of Transportation
Bucks County
Chester County

Delaware County
Montgomery County

Burlington County
Camden County
Gloucester County
Mercer County
City of Chester
City of Philadelphia
City of Camden
City of Trenton

Non-Voting Members

Federal Highway Administration
 New Jersey Division
 Pennsylvania Division
U.S. Department of Housing and Urban
 Development, Region III
U.S. Environmental Protection Agency, Region III
U.S. Environmental Protection Agency, Region II
New Jersey Office of Smart Growth
Federal Transit Administration, Region III

Representative

Joyce Paul
David A. Kuhn
(not represented)
David Mandelbaum
Kenneth Klothen
Robert Hannigan
Lynn Bush
Carole Aichele
Ronald Bailey
John E. Pickett
Joseph M. Hoeffel
Kenneth Hughes
Carol Ann Thomas
Andrew Levecchia
Charles E. Romick
Donna Lewis
(not represented)
Rina Cutler
(not represented)
Andrew Carten

(not represented)
Matt Smoker

(not represented)
Megan Mackey
(not represented)
(not represented)
Keith Lynch

Southeastern Pennsylvania Transportation Authority
New Jersey Transit Corporation
Port Authority Transit Corporation
Delaware River Port Authority

Byron Comati
Pippa Woods
(not represented)
Linda Hayes
James McQuilkin
(not represented)
(not represented)

New Jersey Department of Environmental Protection
Pennsylvania Department of Environmental Protection
Pennsylvania Department of Community and
Economic Development
Regional Citizens Committee Chairman

Toni Crawford-Major
Warren Strumpfer

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Timothy J. Carson, Esq.
Thomas J. Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald Shanis, Charles Dougherty, Richard Bickel, John Ward, Elizabeth Schoonmaker, Thabet Zakaria, Patty Elkis, Michael Boyer, Sean Greene, Evangeline Linkous, Brett Fusco, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

New Jersey Department of Transportation
Cross County Connection TMA
Delaware River Joint Toll Bridge Commission
New Jersey Turnpike Authority
PenJerDel Council

James Mosca
Linda Guarini (Dist. 6)
Brian Cuccia
William Ragozine
Glenn Reibman
Brian Wahler
Andrew Warren

Call to Order - Chair's Comments

Chair Carol Aichele called the meeting to order at 10:45 a.m.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of September 25, 2008

On a Motion by Mr. Kuhn, seconded by Ms. Bush, the minutes of the Board Meeting of September 25, 2008 were approved as distributed.

2. Transportation Improvement Program (TIP) Action

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programming, presented the following TIP Actions for approval.

a. PA09-03: Expressway Service Patrol Program (MPMS #69801), Philadelphia

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase by \$7.623 million for the Expressway Service Patrol Program (MPMS #69801). The additional funding will be programmed for the construction phase in FY10 (\$3,993,000) and FY11 (\$3,630,000), acknowledging a toll credit match in order to continue the program and provide service over the next three years at a cost of \$2.75 million per year.

This program provides for the operation of emergency expressway service patrols on congested state highways: I-76, I-476, I-95, I-676, US 202, and US 422 in the DVRPC region to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. The existing service has been successful, assisting over 15,000 motorists in 2007.

This project is currently programmed, but under funded for construction in FY09 of the FY2009 TIP (\$627,000 CMAQ). The increase in federal funding would provide for the continuation of the existing patrol coverage in the DVRPC region for the next 3 years, as well as a slight expansion of coverage (approximately \$200,000 per year) to I-95 in Bucks County for the morning and evening rush hours. This would result in coverage on all regional interstate highways.

In the past, the service (at a cost of \$1.4 million per year) was funded by a combination of CMAQ and special state "576" funds, but the "576" funds are no longer available while PennDOT evaluates and determines a Statewide ITS deployment program. If additional federal funds are not approved, the service would need to be severely curtailed.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

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

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action PA09-03.

Favorable recommendation was also received from the Regional Citizens Committee (RCC) with the following comment. The RCC recommends investigating other technologies for detection that are energy efficient, cost effective and in real time.

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

MOTION by Mr. Hannigan, seconded by Ms. Cutler that the Board approve TIP Action PA09-03, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase by \$7.623 million for the Expressway Service Patrol Expansion Program (MPMS #69801). The additional funding will be programmed for the construction phase in FY10 (\$3,993,000) and FY11 (\$3,630,000), acknowledging toll credit matches.

b. PA09-04: North Broad Streetscape Improvement Project (MPMS #74807), Montgomery County

On behalf of Hatfield Township, PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, North Broad Streetscape Improvement Project (MPMS #74807), by programming \$100,000 DEMO provided by a SAFETEA-LU Earmark (Fed ID# 3514, PA ID# 516), acknowledging a toll credit match for construction in FY09.

This \$140,000 project will include streetscape improvements such as concrete sidewalks, curbs, and street trees/plantings on Broad Street between Lansing Avenue and Lynwood Road. The preliminary engineering phase was completed by Hatfield Township in 2008. Lansdale Warehouse, a business located in Hatfield Township, will contribute \$20,000 to the total cost of the project. Hatfield Township will also contribute \$20,000 to the project.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA09-04.

Favorable recommendation was also received from the RCC **only** if bicycle racks are restored and the proposed road design is bicycle compatible, allowing enough width for bicycles and cars to share the road.

Ms. Schoonmaker responded that the RCC's comments were forwarded to PennDOT, however, believes that the road is not wide enough to include bicycle lanes.

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

MOTION Mr. Hoeffel, seconded by Ms. Bush, that the Board approve TIP Action PA09-04, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, North Broad Streetscape Improvement Project (MPMS #74807), by programming \$100,000 DEMO provided by a SAFETEA-LU Earmark (Fed ID# 3514, PA ID# 516), acknowledging a toll credit match for construction in FY09.

3. Fiscal Year 2009 Planning Work Program Amendments:

a. DVRPC 2009 Work Program Amendment: Installation of Automated Weather Observation Systems (AWOS) at Ten General Aviation Airports in New Jersey

John Ward, DVRPC Associate Director, Intermodal Planning, explained that NJDOT, Division of Aeronautics, has allocated \$1.0 million of State Transportation Trust Fund monies to plan, fund, and install Automated Weather Observing Systems (AWOS) at ten general aviation airports throughout New Jersey. AWOS systems are designed to provide real-time weather information, at each airport, for pilots using the facility locally or those from outside the region desiring to land at one of the airports.

NJ Division of Aeronautics requests that DVRPC Aviation Planning staff manage this project, including consultant selection for hardware installation; site selection at specified airports; development of equipment specifications; interface with sponsor airports and NJDOT staff on technical issues; monitoring of consultant activities, billing, and invoice payment; interface with FAA and FCC on licensing and certification procedures. Of the \$1.0 million available for project costs, \$90,000 has been allocated to DVRPC for staff administrative and technical activities necessary for completion of the project. Of the ten proposed airports where equipment will be installed, three are in the DVRPC region, Cross Keys in Gloucester County, Spitfire in Salem County, and Trenton Robbinsville in Mercer County.

The cost and source of funds will be \$1,000,000 funded by New Jersey Transportation Trust Fund.

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

MOTION Ms. Thomas, seconded by Mr. Romick, that the Board amend the DVRPC 2009 Planning work Program to include the Installation of Automated Weather Observation Systems at ten general aviation airports in New Jersey.

b. Sustainable Skylines Initiative, Bucks, Chester, Delaware, Montgomery and Philadelphia Counties

Sean Greene, DVRPC Transportation Planner, explained to the Board that DVRPC has received a grant from the US EPA to convene a steering committee to forward the goals of EPA's Sustainable Skyline Initiative in the five-county Pennsylvania portion of the DVRPC Region. The goal of the Sustainable Skylines Initiative is to provide a framework to integrate transportation, energy, land use and air quality planning programs into projects that yield quantifiable air quality benefits during the three year grant period.

DVRPC will utilize grant monies to coordinate partnerships and leverage additional funding to implement selected projects and quantify the air quality benefits of these projects. The total grant award is for \$150,000. DVRPC will utilize approximately \$35,000 for administration and coordination of partners. The remainder of the funds will be used as "seed" money to initiate the selected projects.

Warren Strumpfer, RCC Chair, inquired if there was a similar program in New Jersey.

Mr. Greene, responded not at present and added that EPA, Region II would have to initiate a request for this type of program in New Jersey.

David Mandelbaum, Pennsylvania Governor's Appointee, requested an example of the type of projects involved in this program.

Mr. Greene, responded with several examples; the anti-idling outreach, the lawn mower trade-in, and the Tree-Revitalize programs. The state has a new anti-idling legislation to educate individuals about turning their cars/trucks off to help with air quality and the lawn mower trade-in program would encourage individuals to trade-in their old gas mowers for electric mowers.

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

MOTION by Ms. Cutler, seconded by Mr. Mandelbaum, that the Board amend the DVRPC FY 2009 Planning Work Program to include the Sustainable Skylines Initiative.

c. Proposed Course on Energy and Smart Growth

Evangeline Linkous, DVRPC Planning Analyst, explained to the Board that the way of life in Pennsylvania has long been based on inexpensive, readily-available energy. Most of the energy used in our region comes from fossil fuels, including oil. Because the supply of oil is finite and non-renewable, oil fields eventually reach a state where production is no longer economically or energetically viable—called “peak oil.” At this point, supply drops and price increases in the face of continued demand. There is consensus among the scientific community that peak oil has been reached or is imminent. Peak oil will significantly impact cities in a number of ways. Increased prices and volatility in the supply and demand of oil and oil products (notably, asphalt) will create serious transportation, economic, health, safety, and social challenges. Municipalities must prepare to remain competitive as adjustments in the local, regional, and global economy occur in response to these changes. Peak oil will also create demand for alternative energy sources. Cities will experience new challenges as alternative energy production prompts shifts in the physical and economic landscape.

In Pennsylvania, energy challenges are not limited to peak oil. A decades-old cap on electricity rates is set to expire across the state over the next few years. Caps are coming off in the territories of PPL in 2010, and Allegheny Power, Metropolitan Edison, PECO Energy, and Pennsylvania Electric in 2011. Upon expiration, home electric bills are anticipated to rise by 40 to 60 percent. The expiring caps will also have tremendous implications for the attraction and retention of businesses and jobs in Pennsylvania. In response to these challenges, Governor Edward Rendell signed a bill in 2008 establishing a \$650 million fund to support energy conservation and spur renewable energy development. This bill, in combination with Pennsylvania’s Alternative Energy Portfolio Standards Act (2004) and the Governor’s Energy Independence Strategy, signals the dramatic changes underway in the transition to a new energy future. Pennsylvania’s municipalities must act now to respond to these trends and legislation and help ensure that they thrive in an age of energy uncertainty.

The land-use planning process is one of the most critical tools municipalities can use to respond to the new energy future. Smart growth policies, which emphasize the connections between land use and transportation, are widely recognized as an important way to create communities that are more walkable and less dependent on automobile transportation. Likewise, smart growth policies are also “energy smart,” especially when combined with energy efficient building and development practices.

The Delaware Valley Regional Planning Commission (DVRPC) proposes to develop a course and associated resource materials (e.g., presentation,

workbook, etc.) to assist municipalities in incorporating energy sustainability provisions into local land use plans and development regulations. The course will inform participants about the importance of linking energy planning and smart growth development practices, and will articulate the regulations and emerging issues that should guide incorporation of sustainable energy provisions into local plans, ordinances, codes, and operations. DVRPC seeks \$30,000 to develop the course through a one-time contract with the Pennsylvania Department of Community and Economic Development (DCED). The course will be developed and all resource materials will be delivered seven months after the signing of a contract between DVRPC and DCED.

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

MOTION by Ms. Cutler, seconded by Mr. Hoeffel, that the Board amend the DVRPC FY 2009 Planning Work Program to include the development the Course on Energy and Smart Growth for DCED.

4. Making the Land Use Connection – Regional What-If Scenario Analysis

Brett Fusco, DVRPC Transportation Planner, explained to the Board the DVRPC conducted a scenario planning exercise to compare the magnitude of impacts for two extreme settlement patterns – a Recentralization of population and jobs back into the region's centers, and an acceleration of Sprawl into the region's outlying areas – with current development trends. The scenario analysis is intended to help better understand how different development patterns could affect land, use, transportation, the environment and economic competitiveness and to use the findings to guide the *Connections* update to the region's long-range plan.

All of the scenarios forecast a total regional population of 6.15 million and employment at 3.15 million in 2035. The difference is where individuals will live and work. Each municipality in the DVRPC region is classified by a planning area of core city, developed community, growing suburb or rural area in DVRPC's current long-range plan, *Destination 2030*. The Recentralization scenario locates most population and employment growth in the region's core cities and developed communities with more reuse and densification of already developed areas. The trend projects some of the region's residents and jobs will move away from existing developed communities and relocate – along with future population and employment growth – in growing suburbs and rural areas. Development will mostly occur in currently undeveloped areas with some infill reuse of sites. The Sprawl scenario greatly accelerates this trend, with deep population and job losses in the developed areas and more gains in outlying suburbs and rural areas, and development primarily occurring in areas that are currently open space.

Mr. Fusco then presented slides with charts and maps showing the results of each scenario.

In conclusion *Making the Land Use Connection* is intended to spur discussion of the long-range planning process and the region's vision for the future by analyzing the impacts of two extreme land use scenarios. One of the scenarios, or more likely, elements of each of the scenarios will be defined as the preferred scenario for the Plan.

Mr. Strumpfer commented on Mr. Fusco's presentation in that it helps with understanding why electric car projects should be seen as a regional program because of how it will help with emissions. However, the production of the electric car as a viable option is not being aggressively pursued. As a region, we should be prepared with solutions as to what is good for the region and not only what is profitable for the corporations.

5. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported on the activities of the RCC Meeting of October 14, 2008.

Two presentations were given to the RCC. Owen Franklin of Portfolio Associates presented the *Roosevelt Boulevard Safety Campaign* and Greg Krykewycz, DVRPC Transportation Planner presented *Seamless Regional Transit Access*.

6. Executive Director's Report

Mr. Seymour reported on the following:

a. PennDOT Planning Partners Meeting

Barry Seymour, DVRPC Executive Director, reported that the PennDOT Planning Partners Meeting is an annual meeting where the Metropolitan Planning Organization's (MPO) and Rural Planning Organizations (RPO) are invited to share information and explain their various approaches to planning.

b. NJDOT Investment Strategies

Mr. Seymour reported that he attended a meeting at NJDOT to represent the DVRPC region in the process for developing a view of transportation investment strategies for New Jersey. NJDOT's available revenue is much less than what they would need to bring the infrastructure into a state of good repair. An exercise was performed to allocate funding among ten different funding categories. The question was also raised about distribution of funding across the state.

c. Pennsylvania First Suburbs Project

Mr. Seymour reported that the Pennsylvania First Suburbs Project meeting gathered approximately 500 individuals from a mix of elected, state, county and municipal officials, and a variety of non-profit organizations. Governor Rendell also was in attendance.

d. Forum on the Future of New Jersey

Mr. Seymour reported that he participated in the Forum on the Future of New Jersey. This forum was jointly organized by New Jersey Future and Leadership New Jersey. Throughout the course of the day, individuals were invited to give a four minute report on the best two ideas for reforming New Jersey. The challenge was to take an out-of-the-box view. Mr. Seymour commented on his ideas to increase transportation funding in New Jersey.

e. Long-Range Plan County Workshops

Mr. Seymour called the Board's attention to the flyer (distributed to the Board) listing the upcoming county meetings on the Long-Range Plan and urged all Board members and alternates to attend the meeting in their particular county.

f. Mid-Atlantic Roundtable

Mr. Seymour called the Board's attention to the agenda (distributed to the Board) for the 5th Mid-Atlantic Regional Planning Roundtable scheduled for November 7, 2008 at DVRPC.

g. FY 2008 Accomplishments Report

Mr. Seymour called the Board's attention to the DVRPC FY 2008 Planning Accomplishments (distributed to the Board). The booklet is a compilation of projects completed by DVRPC within the nine county region.

h. Mayor Nutter Take-Me-To-The-River

Mr. Seymour commented that Mayor Nutter would be announcing the grant awards for the Take-Me-To-The-River Program on Monday October 27, 2008.

i. Freight Plan Showcase

Mr. Seymour reported that the DVRPC Freight Plan Showcase held on October 15 was a great success. The event led individuals through the commodity freight chain from beginning to end.

j. County Presentations at Board Meetings

Mr. Seymour urged Board members to participate at the Board Meetings in presenting their county's/operating agencies specific projects, plans, and other items of interest.

Mr. Seymour also reported that Jerald Cureton, Burlington County representative, to the Board has resigned. Carol Thomas, will be representing Burlington County until the Burlington County Freeholders appoint another member in January.

Mr. Seymour also welcomed Andrew Warren, Executive Director, PenJerDel Council to the Board Meeting. Mr. Warren commented that PenJerDel is looking forward to working with DVRPC in the future.

7. Committee Reports

Donald Shanis, DVRPC Deputy Executive Director, reported that the PCC/RTC had the following presentations at the October 10, 2008 meeting as follows: (1) Forecasting 2035 SEPTA Regional Rail Ridership; (2) Broad Street Line Extension Feasibility Study; and (3) Reclaiming Brownfields: A Primer for Municipalities.

8. One Minute Reports

Mr. Shanis attended the Philadelphia Leadership Exchange in Atlanta. Approximately 100 CEO's and public sector leaders from the Philadelphia community were in attendance to examine Atlanta's planning process and their new initiatives. Mr. Shanis commented that he was particularly impressed with their approach to affordable housing, infrastructure, and the concept of building an inner ring beltway consisting of transit/bicycle/pedestrian elements. The speakers were excellent and field trips were integrated within the program.

Joseph M. Hoeffel, Montgomery County Commissioner, who also attended the Atlanta Leadership Exchange, added that the integration of market rate and affordable housing is being implemented by their Housing Authority not the private sector. The Housing Authority brings in developers in order to get the mixed income, mixed rate public housing. Individuals must qualify to live in these developments and have jobs or be in training for jobs. Commissioner Hoeffel also commented on Atlanta's dynamic business leadership. Regional problems are given to the business leaders who become the advocates to the political leaders.

Commissioner Hoeffel reported that the Montgomery County Planning Commission under the direction of Kenneth Hughes held a transportation funding workshop to discuss funding supplements for capacity projects.

Chair Aichele commented on the Atlanta conference and was impressed with their airport. Ms. Aichele also commented on their infrastructure planning as being under-designed with no room for growth. Chair Aichele was also impressed with the Atlanta Housing Authority, in particular the counseling component for affordable housing. Lastly, Chair Aichele was impressed with the positive way in which the Atlanta press promotes their region.

Robert Hannigan, Pennsylvania Department of Transportation, reported that over the next two years \$60 million is being made available for the new Pennsylvania Community Transportation Initiative for projects that promote smart transportation. Letters and applications were sent to all MPO's, RPO's and district offices to promote this program. PennDOT will examine projects which are submitted that include as many of the ten themes listed for smart transportation.

Timothy Carson, Pennsylvania Co-Council announced that Allen D. Biehler, P.E., Secretary of Transportation, was elected President of the American Association of State Highway and Transportation Officials (AASHTO).

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:00 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for October 23, 2008
- (2) RCC Recommendations to the Board for October 23, 2008

Additional Documents Distributed to the Board:

- (1) Alert, October, 2008
- (2) TravelSmart, October, 2008

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EXECUTIVE COMMITTEE

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City of Camden
City of Philadelphia

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Call to Order

Carole Aichele, Chair, called the Executive Committee Meeting to order at 12:00 p.m.

1. Minutes of Meeting of September 25., 2008

On a **motion** by Mr. Kuhn Cutler, seconded by Mr. Levecchia, the minutes of the meeting of September 25, 2008 were approved as distributed.

2. FY 2009 Planning Work Program First Quarter Report

The DVRPC FY 2009 Planning Work Program First Quarter Report was distributed to the Executive Committee for the 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 12:02 p.m.

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