

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 23, 2006

Location: Delaware Valley Regional Planning Commission
Main Conference Room 8th 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

Brent Barnes

New Jersey Governor's Appointee

Melissa Lieberman

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

Robert Hannigan

Bucks County

Lynn Bush

Chester County

(not represented)

Delaware County

Thomas Shaffer

Montgomery County

Kenneth Hughes

Burlington County

Jerrald R. Cureton, Esq.
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	Edward Williams
City of Trenton	(not represented)
<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	Herman Volk
Federal Transit Administration, Region III	Janet Kampf
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin James Schwarzwald
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	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.

DVRPC Staff:

John J. Coscia, Donald Shanis, Barry Seymour, Thabet Zakaria, Chick Dougherty, John Ward, Thomas McGovern, Richard Bickel, Elizabeth Schoonmaker, Jacob Malikkal, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Brian Cuccia
Camden County	Eve Charles
Federal Highway Administration (NJ Division)	Jeanette Mar
Cross County Connection Transportation Management Association	William Ragozine
Philly Car Share	Tanya Seaman
Residents for Regional Traffic Solutions (RRTS)	Sue Herman
Chester County Citizen	John Thomas Cooper

Call to Order

Thomas J. Gurick, Chair, called the meeting to order at 10:40 a.m.

Public Comments on Non-Agenda Items

John Thomas Cooper, Chester County, again addressed the Board on the three elements of the Schuylkill Valley Metro (SVM) project which, he believes, the SVM Task Force has failed to recognize. The principle element is the electrified service from Reading directly to center city Philadelphia. The second element, which has been eliminated, was the extension of the R6 service from Norristown to the King of Prussia Mall. The third element is a new electrified service from Philadelphia to Norristown which stops in Lower Merion Township, Montgomery County. This is a segment is part of SEPTA's original metrorail scheme and according to the published metrorail ridership this segment could qualify for federal funding. It is within the parameters of the locally preferred alternative, it is a minimum operating segment as required by the Federal Transit Administration (FTA), and its operational funding would come from the same source as SEPTA's existing funding. Mr. Cooper then inquired if DVRPC and SEPTA could have their staffs prepare a ridership projection on this segment to establish whether it qualifies for federal funding and permit SEPTA to diffuse the recent FTA proposal to remove the SVM from preliminary engineering status.

John J. Coscia, Executive Director, responded that new start projects can be built in segments, however, the entire project must be justified to FTA based on a complicated formula. It is not only based on ridership but a score must be calculated and based upon the score, FTA will decide if the project will be fully funded. This type of work is being accomplished by two consultants at the present time. One of the difficulties of funding the SVM is that the ridership is relatively low compared to other projects competing nationwide for these funds.

1. Minutes of Meeting of January 26, 2006

On a **motion** by Mr. Romick, seconded by Mr. Cureton, the minutes of the meeting of January 26, 2006 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Donald Shanis, DVRPC staff presented the following TIP actions to the Board for their approval:

a. TIP Action PA05-57a: Independence National Historic Park, President's House, Philadelphia

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Independence National Historic Park President's House (MPMS #74834) according to a SAFETEA LU earmark (ID #1229) of \$3.6 million DEMO/\$900,000 local match funds to be programmed for a design build contract in FY06. As the newest addition to Independence National Historic Park and a complement to the Liberty Bell Center, the project will provide for the design and installation of an outdoor structure, scenic enhancement, and pedestrian walkways to commemorate the Washington/Adams President's House and attached slave quarters.

Financial constraint will be maintained as these are specially earmarked DEMO funds.

There will be no impact on the TIP's conformity finding since this project is exempt.

After favorable recommendation 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. Jastrzab, seconded by Ms. Denworth, that the Board approve TIP Action PA05-57a, PennDOT's request to amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Independence National Historic Park President's House (MPMS #74834) with \$3.6 million DEMO/\$900,000 local match funds for construction in FY06.

b. TIP Action PA05-57b: SR 29 and SR 113 Arcola Road, Montgomery County

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by advancing the construction phase of the State Routes 29 and 113/ Black Rock to Hopwood Road/Arcola Road project (MPMS #71174) currently programmed with construction in "Later Fiscal Years" of the TIP. The preconstruction work was locally funded and \$4.8 million specially earmarked DEMO funds were provided for construction of the project as part of SAFTETEA LU. PennDOT is proposing to provide the match through a combination of state and local funds for a \$6.090 construction phase (\$4.8 million DEMO/\$810,000 state/\$480,000 local match) in FY06. The project provides for several signal upgrades and new and extended turn lanes to address traffic flow in the vicinity of Route 422 at the Route 29 exit, and between Route 113 and Route 29.

Financial constraint will be maintained as these are specially earmarked DEMO funds.

There will be no impact on the TIP's conformity finding since this project has already been included in the region's air quality analysis.

Favorable recommendation was received from the PCC/RTC for approval of TIP Action PA05-57b.

The RCC also recommended approval, however, notes the following. Both Arcola Road and Black Rock feed into the Perkiomen Trail. Facilities should be provided for both bicyclists and pedestrians. State Route 29 has already been degraded and it is not as accessible to these transportation users as it used to be.

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

MOTION by Mr. Hughes, seconded by Mr. Payne, that the Board approve TIP Action PA05-57b, PennDOT's request to amend the FY2005-2008 TIP for Pennsylvania by advancing the construction phase of the State Routes 29 and 113 Black Rock to Hopwood Road/Arcola Road project (MPMS #71174) construction phase from "Later Fiscal Years" to FY06.

c. TIP Action PA05-58: District Project Management "A" and District Project Management "B", Various Counties

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding two new projects to the TIP, "District Project Management" project "A" and "B" (MPMS #'s 75854 and 75855). There are several large major roadway reconstruction projects (e.g. I-95, I-476, Route 309, Route 422) underway within the DVRPC area and this project would provide funds for consultant contracts to provide engineering and project management responsibilities for major reconstruction projects only. Current District 6 staffing levels has made it difficult to devote sufficient staff time required for advancing these large projects, resulting in slipped project schedules, particularly for I-95. PENNDOT is requesting state funds accordingly: \$4

million in FY06, \$2 million in FY07, and \$2 million in FY08. With the creation of the new Interstate Maintenance Program (IMP), it is especially important to prioritize and enable advancement of these large "fix it first" reconstruction projects so that the region can fully participate in the IMP and take advantage of the \$1.5 billion funding available in the statewide program over the next 4 years.

Financial constraint will be maintained as this project will use 100% state funds.

There will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION Mr. Hayden, seconded by Mr. Hughes, that the Board approve TIP Action PA05-58, PennDOT's request to amend the FY2005-2008 TIP for Pennsylvania by adding two new projects to the TIP, "District Project Management" project "A" and "B" (MPMS #'s 75854 and 75855) using \$8 million state funds (\$4 million in FY06, \$2 million in FY07, \$2 million in FY08).

d. TIP Action PA05-59: PhillyCarShare, Various Counties

DVRPC has been presented with a proposal from PhillyCarShare to expand services into the Philadelphia suburbs using an innovative financing technique that essentially borrows funds from the region during this fiscal year and next, and then "pays it back" through a de-obligation of funds in future years. This action would require modifying the FY2005-2008 TIP for Pennsylvania by increasing the programming for the project by \$2.0 million in FY 2006, \$1.5 million in FY 2007, and \$0.5 million in FY 2008. The project would use low-interest financing from PennDOT's Pennsylvania Infrastructure Bank (PIB), guaranteed by \$4.0 million of DVRPC TIP funds temporarily obligated to PENNDOT. As PhillyCarShare remits the PENNDOT loan, DVRPC funds would become de-obligated and return to full functional use by the region. The proposed schedule of TIP obligation follows: \$2.0 million in FY 2006, \$1.5 million in FY 2007, and \$0.5 million in FY 2008. It is hoped that funds would become de-obligated in the amounts of \$0.2 million in FY 2009, \$0.5 million in FY 2010, \$0.8 million in FY 2011, \$1.0 million in FY 2012, \$1.0 million in FY 2013, and \$0.5 million in FY 2014.

The PhillyCarShare Program is a short term car rental program which allows participants to "pay as they go." The private non-profit provider currently focuses on communities in the city of Philadelphia, utilizes primarily hybrid-electric vehicles, and rents to members on an hourly basis (car sharing), using sophisticated reservation and monitoring systems. Members reserve a car on-line or via phone, walk to the designated vehicle in the neighborhood, use an electronic key to access a vehicle, and are tracked by an on-board computer for hours that they drive. The additional funding would allow the service to expand into suburban areas, increase from 2,000 to 50,000 participants, and expand from a fleet of 40 to a fleet of 1,000 new environmentally-friendly car-sharing vehicles in transit-friendly neighborhoods. Financial constraint will be maintained by making adjustments to other existing TIP

projects whose schedules or costs have changed. The programming will appear on the fiscal constraint chart provided by PennDOT next month, in March, 2006.

There will be no impact on the TIP's conformity finding since this project is exempt.

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

MOTION by Ms. Denworth, seconded by Ms. Bush, that the Board approve TIP Action PA05-59, DVRPC's request to modify the FY2005-2008 TIP for Pennsylvania by increasing the programming for the PhillyCarShare project (MPMS #68075) by \$2.0 million in FY06, \$1.5 million in FY07, and \$0.5 million in FY08.

e. TIP Action PA05-60: US 202, Section 700, Bucks and Montgomery Counties

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding state funded utility and final design phases for US Route 202 Section 700 projects (MPMS # 47395, 47396, and 16731). The project was reevaluated and will now have a limited four lane section combined with a two lane parkway instead of the original four lane limited access design. State funds for preliminary engineering and right of way were added to the TIP in the fall to re-start the program, and funds are now required to re-initiate design and accommodate utilities accordingly:

-\$5 million for MPMS #16731, PA 63 to 309/463 (Section 701)
(\$4 million for FD in FY06 and FY07, and \$1 million for UTL in FY06)

-\$5 million for MPMS #47395, Pickertown Rd to PA 611 (Sec. 721)
(\$4 million for FD in FY06 and FY07, and \$1 million for UTL in FY06)

-\$6 million for MPMS #47396, PA 463 to Pickertown Rd.(Sec. 711)
(\$5 million for FD in FY06 and FY07, and \$1 million for UTL in FY06)

Financial constraint will be maintained by using 100% state funds and making adjustments to other existing TIP projects whose schedules or costs have changed.

There will be no impact on the TIP's conformity finding since this project is already included in the region's air quality analysis.

f. TIP Action PA05-61: Easton Road Closed Loop Signal System, Bucks County

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a signal project back into the TIP , the Easton Road Signal System (MPMS #61061), programming \$621,000 CMAQ for construction in FY06. This project was originally selected as part of a previous round of the DVRPC CMAQ competitive Program and has been under design locally. The project along Easton Road between Willow Grove Naval Station in Horsham, Montgomery County, and Bristol Road in Warminster, Bucks County, is now ready to advance to construction. The

system will be a closed loop system with loop detectors and will tie into monitoring centers in both Warrington and Horsham, with remote access to PennDOT. The system is designed to be pre-empted for emergency vehicles.

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 amendment. This project will be included in subsequent regional emissions analysis as required by section 93.128 of the current conformity rule.

g. TIP Action PA05-62: Old Bethlehem Road (Bridge) Over Cooks Creek, Bucks County

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP, the Bethlehem Bridge over Cooks Creek, for \$300,000 Bridge/\$75,000 state for preliminary engineering (PE) in FY06. The bridge is currently closed to traffic. Construction estimates are to be determined as part of the PE process.

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 amendment as this project is exempt.

Favorable recommendation was received from the PCC/RTC for approval of PA05-60, PA05-61 and PA05-62.

Favorable recommendation was received from the RCC for approval of PA05-61.

The RCC does not recommend approval of TIP Action PA05-60. The RCC is consistently opposed to adding new single occupancy vehicle capacity in this corridor.

Also, the RCC does not recommend approval of TIP Action PA05-62 and notes that there has been no accommodations made for bicycle and pedestrian issues.

Mr. Coscia responded that the US 202, Section 700 project was extensively re-evaluated by PennDOT, the municipalities, and the counties. The project has been approved and it is ready to move forward into the design phase. DVRPC recognizes the RCC's disagreement for this project, however, the staff strongly supports the approval of this TIP action.

Mr. Coscia also responded to the RCC's comments for TIP Action PA05-62 and stated that their recommendations for preliminary engineering considerations for bicycle and pedestrian accommodations will be forwarded to PennDOT for a written response.

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

MOTION Mr. Hayden, seconded by Ms. Bush, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-60, PennDOT's request to modify the FY2005-2008 TIP for Pennsylvania by adding utility and final design phases for US Route 202 Section 700 projects (MPMS # 47395, 47396, and 16731) by programming \$16 million state dollars in FY06 and FY07;
- (2) TIP Action PA05-61, PennDOT's request to amend FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP , the Easton Road Signal System (MPMS #61061), programming \$621,000 CMAQ for construction in FY06; and
- (3) TIP Action PA05-62, PennDOT's request to amend FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP, the Old Bethlehem Road (Bridge) over Cooks Creek (\$300,000 Bridge/\$75,000 state) for preliminary engineering in FY06.

h. TIP Action NJ06-04: DRPA Purchase / Rebuild PATCO Cars, Various Counties

DRPA/PATCO has requested that DVRPC modify the FY2006-2008 TIP for New Jersey by increasing the FY06 engineering/right-of-way/construction (ERC) phase of the Purchase/Rebuild PATCO Cars project (DB #DR046) by adding \$7.695 million of specially earmarked SAFETEA LU DEMO funds to the project which is currently programmed with \$14.5 million in the current TIP. \$50 million of DEMO highway funds were earmarked for the project in SAFETEA, but only a portion of the funds will be made available this fiscal year. The project has been included in the TIP to provide for the rebuild or replacement of the entire fleet to modern standards. The cost of replacing/rebuilding the entire fleet is estimated to be in the \$150 to \$300 million range. DRPA/PATCO does not expect to be able to pay the entire fleet upgrade cost at one time, but will amass funds as possible, and will flex these DEMO highway funds to the FTA Region III at the appropriate time.

Financial constraint will be maintained as these are specially earmarked DEMO funds.

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

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 approve TIP Action NJ06-04, DRPA/PATCO's request to modify the FY2006-2008

TIP for New Jersey by increasing the FY06 ERC phase of the Purchase/Rebuild PATCO Cars project (DB #DR046) by \$7.695 million DEMO in FY06.

I. TIP Action NJ06-05: Burlington County Traffic Operations Center, Burlington County

Burlington County has requested that DVRPC amend the FY2006-2008 TIP for New Jersey by adding a new project to the TIP to provide for the start-up operation costs of the Burlington County Traffic Operations Center. \$75,000 CMAQ per year (for three years, as limited by federal regulations pertaining to CMAQ funds) would be used to cover salary and fringe benefits of the employee who would be responsible for maintenance and upkeep of the county's Advanced Traffic Management System (ATMS), the central monitoring location for the county-wide signal system. Capabilities of the ATMS include traffic counting, automatic timing pattern changes based on traffic flow, system monitoring, and full remote traffic signal timing revision capability. Over the years, Burlington County has embarked on the design and construction of a county-wide closed loop traffic signal control system comprised of five phases. The county has invested over \$1 million in the design and engineering of the system, and FHWA funds have been used for construction. To date three phases are complete and operational. Phase 4 is out to bid, and phase 5 is scheduled for construction in 2007. The total request of funds for this action is \$225,000 CMAQ.

Financial constraint will be maintained by drawing a total of \$225,000 (\$75,000 per year) from the DVRPC Competitive CMAQ Program line item (DB #X065).

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

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 Mr. Cureton, that the Board approve TIP Action NJ06-05, Burlington County's request to modify the FY2006-2008 TIP for New Jersey by programming start-up operation costs of the Burlington County Traffic Operations Center, for a total of \$225,000 CMAQ to be used for three years of operation.

j. TIP Action NJ06-06: Route 295 Rehabilitation, Tomlin Station Road to Route 45, Gloucester County

NJDOT has requested that DVRPC modify the FY2006-2008 TIP for New Jersey by increasing the construction phase of the Route I-295 Rehabilitation Project, Tomlin Station Road to Route 45 by \$14.066 million for construction, and advancing it to FY06. This hyperbuild "fix it first" roadway rehabilitation project has experienced a significant cost increase due to increased fuel and asphalt prices, which will provide for the excavation and rebuilding of 6 out of ten miles of

the roadway project, as well as excavation to allow for vertical clearance at the overpass. The project is ready to advance in FY06 (it is currently programmed to begin construction in FY07). The source of funds for the project will be the Route I-295/42 Missing Moves project (DB #355A) which is not ready to advance and would have construction shifted back a year to FY07, 08, and 09.

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 amendment as this project is exempt.

Favorable recommendation was received from the PCC/RTC for approval of TIP Action NJ06-06.

The RCC also recommended approval of TIP Action NJ06-06, however, are disappointed in the cost increase for this project and are disappointed that the funds will be taken from the I-295 project.

Brent Barnes, NJDOT, commented that NJDOT is also disappointed on the cost increase of projects and how it impacts other projects.

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

MOTION by Mr. Barnes, seconded by Mr. Williams, that the Board approve TIP Action NJ06-06, NJDOT's request to amend the FY2006-2008 TIP for New Jersey by increasing the construction phase of the Route I-295 Rehabilitation Project, Tomlin Station Road to Route 45, by \$14.066 million for construction, and advancing the phase to FY06.

3. Report from the New Jersey Department of Transportation

Brent Barnes, New Jersey Department of Transportation reported that NJDOT is under constraint with a working agreement from the Federal Highway Administration which prohibits processing any TIP/STIP amendments for the state. Any changes can only be a modification to the TIP/STIP and not a change. The reason for this is the inability for the State of New Jersey to provide alternative sources of revenue and the inability to find a solution for funding the Transportation Trust Fund. Until this is resolved no major TIP/STIP amendments will be approved by NJDOT. This constraint also applies to the Federal Transit Administration.

Linda Hayes, Delaware River Port Authority (DRPA), stated that the DRPA and the Port Authority Transit Corporation (PATCO) capital program will not be affected by these constraints.

Spencer Stevens, Federal Highway Administration (Pennsylvania), commented that due to increasing costs for Transit that a similar situation will probably exist in Pennsylvania

for Transit operation assistance after the “flex” funds are depleted.

4. **Fiscal Year 2006 Planning Work Program Amendments**

Barry Seymour, DVRPC presented two Work Program Amendments as follows:

a. TreeVitalize: Tools for Municipalities

In 2003, the USDA Forest Service and American Forest, Inc. in collaboration with the Pennsylvania Department of Conservation and Natural Resources (DCNR) released a study that estimated that the five-county Philadelphia region had lost five million trees over the past 15 years. Recognizing the importance of restoring tree cover in Southeastern Pennsylvania, DCNR launched “TreeVitalize” a four-year, \$8 million partnership to restore tree cover in the five county Philadelphia region. By 2008, TreeVitalize seeks to plant more than 20,000 shade trees and 1,000 acres of forested riparian buffers and source water protection areas; provide education and training in tree planting and care to 2,000 citizens; and encourage regional collaboration to promote best practices and multi-municipal approaches.

In 2006, TreeVitalize seeks to launch ***TreeVitalize Tools for Municipalities***, a program to engage municipal leaders in discussions about community forestry management. Although tree planting and other environmental projects can provide many benefits, the long-term sustainability of natural resources (i.e., the community forest) in Pennsylvania municipalities requires their consideration and placement in policy documents such as comprehensive and open space plans, as well as in local ordinances. These issues need institutional support in the form of Shade Tree Commissions and Environmental Advisory Commissions, as well as line-item funding in capital and general budgets. In addition, with competing needs and scarce municipal funding, innovative strategies such as inter-municipal cooperative agreements and regional cooperation present important opportunities. For such actions to occur, local elected officials and municipal administrators must understand and support the management and conservation of natural resources in municipal agendas.

DVRPC proposes to partner with the Pennsylvania Horticultural Society, the Penn State School of Forest Resources Extension and the Pennsylvania Environmental Council to reach out to the region’s older and urbanized municipalities through a series of small group meetings, larger conference presentations, and direct technical assistance.

The total cost of this project is \$202,200, reflecting a \$80,00 grant from the Pennsylvania Horticultural Society, via the Pennsylvania Department of Conservation and Natural Resources, and \$122,200 in-kind services from the project partners. DVRPC would receive \$40,000 in grant funding, to be matched with in-kind work from the Strategies for Older Suburbs grant from the William Penn Foundation.

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

MOTION by Mr. Payne, seconded by Mr. Hughes, that the Board amend the DVRPC FY2006 Work Program to add a project **TreeVitalize Tools for Municipalities** and authorize the Executive Director to enter into a grant recipient agreement with the Pennsylvania Horticultural Society.

b. Schuylkill Action Network

DVRPC, the Natural Lands Trust (NLT), and the Philadelphia Water Department (PWD) partnered on a Growing Greener Grant Application to the PA DEP in March 2005, which was awarded in late 2005. The project is titled "Prioritization Outreach Action Plan and Demonstration Implementations by the Schuylkill Action Network Land Protection Collaborative Subcommittee." The purpose of the project is to meld NLT's Smart Conservation project, which identifies ecological priorities in the Schuylkill watershed, with PWD's Source Water Protection Model, which identifies priority areas for drinking water protection within the watershed. After the two models are integrated, DVRPC will create a third, Development Pressure layer, which will identify those areas most likely to get developed in the next 10 to 20 years. Future pollutant loadings will be estimated from this future development scenario, resulting in a "call to action" that should heighten preservation efforts toward the most important and vulnerable areas. After the models are completed, an Outreach/Implementation Action Plan and Demonstration Projects will be conducted to ensure that the models are known, understood and used. The models will also be incorporated into several on-going projects, including NLT's Municipality Conservation Assessments and Schuylkill Watershed Cluster Planning Grants. An advisory committee consisting of county planners, land trusts, PADEP and EPA, PEC, and other stakeholders will be convened to guide the modeling process and promote buy-in and use of the model. The project is expected to begin in March 2006 and be completed by March 2008. DVRPC's role is to conduct the Development Pressure analysis, lead on the outreach to the counties in the Schuylkill watershed, and to convene the advisory committee meetings.

The budget for DVRPC is \$38,000 - \$33,000 from the grant, matched by \$5,000 from DVRPC's Open Space and Greenways Project 6-55-020.

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

MOTION by Ms. Demworth, seconded by Mr. Barnes, that the Board amend the DVRPC FY2006 Work Program to add a project **Schuylkill Action Network** and authorize the Executive Director to enter into a grant recipient agreement with the Natural Lands Trust.

5. FY 2007 PennDOT Transportation Management Association (TMA) Assistance Grant Program Work Programs

Dr. Shanis explained to the Board that PennDOT has annually funded Transportation Management Association(TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City. The individual Work Programs (distributed to the Board) give a description of the work each of them plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, and PennDOT staffs.

At the January Board Meeting, the DVRPC Board approved a 20% funding increase for the program. The maximum allowable grant is now \$192,000 per TMA. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). Draft work programs for each applicant were also presented at the January meeting. All comments were incorporated and the final documents are now ready for approval.

This project will not alter the region's conformity finding since the project is exempt.

CMAQ funds currently available are \$1,152,000 (\$921,600 Federal, \$230,400 TMA match).

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

MOTION by Hayden, seconded by Mr. Shaffer, that the Board approve the FY 2007 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, the City of Philadelphia, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

6. FY 2007 Mobility Alternatives Program (MAP) Work Programs

Dr. Shanis explained that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Office of Strategic Planning (through the Clean Air Council) and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual work programs (distributed to the Board), and provide a description of the work which will be undertaken in FY 2007.

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the TMA maximum of \$67,450 each. The City of Philadelphia Office of Strategic Planning (successor to the Mayor's Office of Transportation) plans to subcontract with the Clean Air Council, and has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations, and Marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

This project will not alter the region's conformity finding since the project is exempt.

CMAQ funds currently available are \$816,000 (\$652,800 Federal, \$163,200 TMA or Contractor match)

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

MOTION by Mr. Hayden, seconded by Mr. Shaffer, that the Board approve the FY 2007 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, the City of Philadelphia, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

Joanne Denworth, Pennsylvania Governor's Policy Office, inquired if any progress is being made as to reducing traffic congestion and air pollution as a result of the MAP.

Dr. Shanis responded that it is difficult to measure progress because the surveying is not highly sophisticated, however, the program is monitored and it is believed that it has been successful. Also, the TMA's, as partners, are helpful to the process, they provide a link to the employment community, and they provide support for MAP projects.

Cheryl Spicer, PATCO, added that a great advantage of the MAP is that the TMA's are able to market and educate the business community on the significance of transit.

7. New Jersey Local Scoping Highway Program - New Project: Intersection of CR 561 and CR 692, Berlin Township, Camden County

Dr. Shanis explained to the Board that the purpose of the Local Scoping Program is to provide federal funds directly to member subregions for the advancement of projects through the project development phase, including review under the National Environmental Policy Act (NEPA) and completion of preliminary engineering. The key objective is to determine a solution to a defined problem. Projects that graduate from the Local Scoping Program become eligible for inclusion in the DVRPC Transportation Improvement Program (TIP) for the remaining phases final design, right-of-way acquisition, utility relocation, and construction. DVRPC provides a line item in the TIP to be drawn from as the Board approves projects for inclusion in the Local Scoping Program.

Camden County has requested that the following improvement project be included in the Local Scoping Program. The County will serve as the local lead agency.

- Improvements at the Intersection of CR 561 and CR 692 - Berlin Township
Camden County

The project is located in Berlin Township, Camden County. According to Berlin Township officials, there has been a 30% increase in traffic volumes at the intersection of Haddon Ave (CR 561) and Franklin Ave (CR 692) since the recent widening of CR 561 through Gibbsboro and Voorhees Township. The increase in volume has led to unacceptable levels of congestion at the intersection.

The county is requesting \$150,000 of NJ Local Scoping funds to enable a consultant to be hired who will identify a locally preferred alternative and produce an approved categorical exclusion document (CED) for the project. These products are necessary to then advance the project into final engineering.

Favorable recommendation was received from the PCC/RTC that the Board approve the inclusion into the New Jersey Local Scoping Highway Program.

The RCC also recommends approval, however, recommends that bicycle and pedestrian accommodations be considered since this is a relatively high density residential area.

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

MOTION by Mr. Barnes, seconded by Mr. Romick, that the board approve the inclusion of the CR 561 and CR 692 Intersection Improvements project, Berlin Township, Camden County, into the New Jersey Local Scoping Program, with \$150,000 of FY06 funds drawn from the DVRPC Project Development (Local Scoping) line item (DB# X80B) in the FY2006 TIP for New Jersey.

8. 2005 Update of the Highway Functional Classification System for Pennsylvania

Charles Dougherty, DVRPC staff, explained to the Board, that the Federal Highway Administration (FHWA), in cooperation with the State Departments of Transportation, has established a process for designating how all public roadways relate to each other according to their function in carrying traffic from one part of the network to another. This product of this process is the Highway Functional Classification System.

The system designates each section of roadway as being in one of several classes, starting with Interstates at the highest class, moving down to Principal and Minor Arterials, then to Collectors, and ending with Local roads. These classes are further defined as being either Urban or Rural. Following each decennial census, FHWA requests that each state update the Urban Boundary line which demarcates the urban areas from the rural areas in the state. While this boundary is generally based on the Bureau of the Census urbanized areas, the states, in cooperation with the MPOs, are permitted to smooth the boundary line to meet the objectives of the highway classification system. DVRPC, working with its member counties, adopted a new Urban Boundary line in May 2003.

Based on the new Urban Boundary line, many roads needed to be reclassified. Since this effort already requires a significant systematic review, the states expand the exercise to include a complete review of the functional classification of all roads in each county. In making changes to the system, FHWA requires that the statewide mileage in the various classes be within certain percentage ranges. New Jersey undertook a statewide update which culminated in an April 2004 DVRPC Board action to approve the changes to our four NJ counties.

DVRPC also entered into a cooperative effort with PennDOT and our Pennsylvania counties to conduct a systematic review and update of the functional classification system for that portion of our region. PennDOT generated color coded GIS maps for each county. DVRPC staff worked with the counties to identify inconsistencies between the prior classification of each roadway and its current function within the overall system according to the guidelines established by FHWA. Suggested changes could be marked directly on the maps and provided to DVRPC as text documentation.

Staff has urged PennDOT to closely review how it accounts for local street mileage, since these miles are included in the base upon which the percentage ranges are calculated. The significance of this is that finding more local roads than presently accounted for would allow greater mileage to be assigned to the higher classes of roads, including those considered the federal-aid system (any road above Rural Minor Collector). Greater mileage in these classes translates into the State receiving a greater share of apportioned federal highway funds. PennDOT has asked DVRPC to assist in a special effort to accurately inventory and map all local public roads as part of the DVRPC Work Program.

DVRPC staff and the Pennsylvania counties have completed their review and PennDOT has accepted our changes. The RTC recommends Board endorsement of the 2005 Highway Functional Classification System for the Pennsylvania counties.

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

MOTION by Mr. Hughes, seconded by Mr. Hannigan that the Board approve the 2005 Highway Functional Classification System for the Pennsylvania Counties and forward it to PennDOT for approval by FHWA.

9. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Bucks, Delaware, Montgomery, and City of Philadelphia

Mr. Seymour 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. 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 recently begun a program to provide loans for brownfield assessments and remediation.

PENNVEST has forwarded six applications to DVRPC for review for consistency with the regional plan as follows:

Bucks County

- Upper Southampton Sewer Authority - PENNVEST loan request for \$990,900 to extend the sewer force main that serves the Mill Creek Pumping Station. The current system is subject to overflows during significant rain events, causing back-up into residential properties. There is no net increase in system capacity.

Delaware County

- Darby Borough - PENNVEST loan request for \$3,250,000 for a comprehensive replacement of the Borough sewer system, including 55 manhole rehabs, 7980 linear feet of 8" sewer lines, 1385 linear feet of 15" sewer lines, 199 street lateral replacements, street resurfacing, and separation of stormwater inlets from the sanitary sewer system.

Montgomery County

- Hatfield Borough - PENNVEST loan request for \$500,000 for comprehensive inspection and rehabilitation of the Borough sewer system to reduce existing problems of infiltration and inflow. All 44,500 linear feet of sanitary sewers and 100 manholes will be inspected and addressed as needed.
- Lower Pottsgrove Township Authority - PENNVEST loan request for \$1,300,000 to rehabilitate the existing sanitary sewer lines that are subject to infiltration and inflow into the system. No system capacity expansion is included.
- Borough of North Wales - PENNVEST loan request for \$1,250,000 to rehabilitate the existing sanitary sewer lines that are subject to infiltration and inflow into the system. It is estimated that 10% of the sewer system accounts for 40% of the infiltration problem. No system capacity expansion is included.

City of Philadelphia

- City of Philadelphia - PENNVEST loan request for \$6,000,000 to install an inflatable dam in the Rock Run Relief Sewer to reduce combined sewer overflows to the Tacony Creek. This project will provide for a significant reduction in the amount of pollutants now discharged into Tacony Creek in the vicinity of Juniata Park and Tacony Creek Park.

These projects all serve to alleviate existing problems and are in areas already developed or identified as Future Growth Areas as designated in the DVRPC Year 2030 Plan. As such, these projects are consistent with the goals and policies of the regional plan.

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

MOTION by Mr. Hughes, seconded by Mr. Shaffer, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding requests in Bucks, Delaware, Montgomery Counties, and the City of Philadelphia are consistent with Destination 2030 Plan.

Mr. Coscia added that at a recent meeting with the Mercer County Board of Freeholders, the Planning Director, Donna Lewis, indicated that the County Executive is considering having DVRPC designated as the water quality management agency for Mercer County.

10. Additional Projects for Funding Under the Regional Transportation Enhancements (TE), Home town Streets (HTS), and Safe Route to School (SRS) Programs in Pennsylvania

Dr. Shanis explained to the Board that at its January meeting, the Board approved a list of twenty-three (23) projects for \$13.3 million of regional funding under the Pennsylvania Transportation Enhancements (TE), Home Town Streets (HTS), and Safe Route to School (SRS) programs. The Board also endorsed a list of twelve (12) projects worth \$11.5 million for consideration by the PennDOT Secretary for statewide discretionary funding. These lists were to be forwarded to PennDOT for ultimate approval by the State Transportation Commission. Since that time, PennDOT has informed DVRPC that the region has available to it an additional \$4.4 million that could have been considered when selecting projects under the HTS/SRS program.

Staff has consulted with the Pennsylvania TE Subcommittee on how to address this issue in the most fair and expeditious manner. The subcommittee recommends moving six (6) priority projects from the Board's list of projects for statewide discretionary to the Board's list of projects for regional funding. The previously Board endorsed list of projects for statewide discretionary funding was distributed to the Board showing those projects now being recommended to be moved to the regional list. The result of a favorable Board action would be that twenty-nine (29) projects would be recommended to the State Transportation Commission for regional funding and six (6) projects would be recommended for statewide discretionary funding.

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

MOTION by Mr. Shaffer, seconded by Mr. Jastrzab that the Board approve the shift of six (6) Pennsylvania TE/HTS/SRS projects from the statewide discretionary list of projects to the regional list of projects, and that the Board direct staff to forward the revised recommendation lists to the Pennsylvania Secretary of Transportation for approval consideration by the State Transportation Commission.

11. Regional Citizens Committee (RCC) Report

Warren Strumpfer, Chair, reported that there on additional items from the RCC meeting of February 14, 2006 as follows:

- (1) Environmental Justice (EJ) Task Force - The RCC voted to have the current Environmental Justice Public Involvement Task Force (which has fulfilled its original mission) become an entity within the RCC but felt that the existing task force members should be listed as non-voting honorary members of the full committee.

Mr. Coscia commented that the EJ Task Force was created to shape the public participation process to involve the public in the EJ process. The work of that task force has been completed and the task force is now moving toward reviewing projects and programs; similar to the work of the RCC. A merger of the two (RCC and EJ) is strongly supported by the DVRPC staff and recommends approval of the merger.

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

MOTION by Mr. Barnes, seconded by Mr. Hannigan that the Board approve the merger between the Regional Citizens Committee (RCC) and the Environmental Justice Task Force as non-voting honorary members of the full RCC.

- (2) Pedestrian/Bicycle Access on the Pennsylvania Turnpike Bridge (Phase II I-95/PA Turnpike Interchange, Bucks County) - The RCC recommends that the Board amend the TIP to include bicycle and pedestrian facilities on the proposed new bridge.

Mr. Coscia responded that it is possible that bicycle and pedestrian accommodations have already been considered. The RCC recommendation will be forwarded to the Turnpike Commission and PennDOT for a response and if these accommodations are already in the process, the TIP will not need to be amended.

- (3) Proposed Work Program Project - Regional Survey - The RCC recommends that the Board check the results of the Harris Poll entitled *Americans Would Like to See a Larger Share of Passengers and Freight Going by Rail in Future* (distributed to the Board). In consideration of those parts of the Destination 2030 Plan, which involve development of this region's passenger and freight railroads, the RCC would like to see a similar survey of this region's residents and ask for a Work Program project to accomplish this.

Mr. Coscia responded that, he believes, the results of another survey similar to the Harris Poll survey will produce the same results, however, the DVRPC staff will take the RCC recommendation under advisement.

- (4) FY 2006 DVRPC Planning Work Program - The RCC thanked the staff for including a project recommended by the RCC entitled *Seamless Transportation Service To and Through the Regions' Corridors*. The RCC also commented that they trust that a degree of involvement of New Jersey Transit and SEPTA will be included in this project. NJ Transit has already stated in the TIP that they are willing to work with SEPTA on this issue. The RCC questions if there are liaison

officers assigned to this project that DVRPC staff will be working with and is there a progress status report available.

Mr. Coscia responded that the staff will brief the RCC on this matter.

12. Delaware Valley Smart Growth Alliance

Mr. Seymour presented to the Board the status of the Delaware Valley Smart Growth Alliance program which was approved at a previous Board meeting. The program involves three states and includes PennDOT, New Jersey Office of Smart Growth, and the Delaware Office of State Planning Coordination. An actual review jury for this program has been established and includes academics, commercial developers, environmental conservation organizations, business groups, government planners, land conservation advocates, residential developers, and the Urban Land Institute. The jury reviews projects which meet the criteria of the program such as: (1) consistent with regional and county plans; (2) higher density and quality of design to support a mix of uses and walkability; (3) served by transit or have a bicycle and pedestrian accommodations; (4) preserves and mitigates damage to open space water and air; (5) net benefit to the community. Selected projects which meet the criteria are recognized and members of the alliance testify at municipal hearings in support of the new development.

Mr. Seymour then presented several of the new developments which have been approved within the past year as follows: (1) Spring Arts Point, Philadelphia; (2) The Crossings at Ambler, Montgomery County; (3) Green Street Mews, Downingtown, Chester County; (4) Sadsbury Park, Chester County; (5) Town of Bryn Eyre, Morgantown, PA.

13. Executive Director's Report

- a. Mr. Coscia announced the DVRPC Annual Dinner scheduled for May 4, 2006 at the Four Seasons Hotel and urged the Board to mark their calendars for this event.

14. Committee Reports

The following committee reports were distributed to the Board for their review (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Information Technology Systems; and (3) Regional Housing Committee

15. One Minute Reports

Thomas Shaffer, Delaware County, announced that PennDOT held a ribbon cutting ceremony for Route 291 in Chester and congratulated them on the completion of that project.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:20 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for February 23, 2006
- (2) RCC Recommendations to the Board for February 23, 2006

Additional Documents Distributed to the Board:

- (1) *Alert*, February, 2006
- (2) *TravelSmart*, February, 2006

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of February 23, 2006

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

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
Pennsylvania Department of Transportation	Robert Hannigan
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	Melissa Lieberman
Pennsylvania Governor's Appointee	Richard W. Hayden, Esq.
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Counties	Lynn Bush
New Jersey Counties	Thomas J. Gurick
City of Camden	Edward Williams
City of Philadelphia	Gary Jastrzab

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Brian Cuccia
Camden County	Eve Charles
Delaware County	Thomas Shaffer
Montgomery County	Kenneth Hughes

Burlington County	Jerrald R. Cureton, Esq. Carol Ann Thomas
Gloucester County	Charles E. Romick
City of Chester	William Payne
Federal Highway Administration New Jersey Division	Joung H. Lee Jeanette Mar
Pennsylvania Division	Spencer Stevens
New Jersey Office of Smart Growth	Herman Volk
Federal Transit Administration, Region III	Janet Kampf
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin James Schwarzwaldner
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Regional Citizens Committee Chairman	Warren Strumpfer
Cross County Connection Transportation Management Association	William Ragozine
Philly Car Share	Tanya Seaman
Residents for Regional Traffic Solutions (RRTS)	Sue Herman
Chester County Citizen	John Thomas Cooper
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.

DVRPC Staff:

John J. Coscia, Donald Shanis, Barry Seymour, Thabet Zakaria, Chick Dougherty, John Ward, Thomas McGovern, Richard Bickel, Elizabeth Schoonmaker, Jacob Malikkal, and Jean McKinney.

Call to Order

Thomas J. Gurick, Chair, called the Executive Committee meeting to order at 12:20 p.m.

1. Minutes of Meeting of January 26, 2006

Brent Barnes, New Jersey Department of New Jersey, asked that the minutes be corrected to state that James Lewis was in attendance representing NJDOT and Larry Shifflet was in attendance representing PennDOT.

On a motion by Mr. Barnes, seconded by Mr. Hannigan, the minutes of the meeting of January 26, 2006 were approved as revised.

2. Authorization Resolution with Lakeland Bank for TransitChek

John J. Coscia, Executive Director, explained to the Executive Committee that on December 15, 2003 the Commission opened a bank account with Lakeland Bank in Englewood, New Jersey. This account was opened to speed the shipment of TransitChek orders, reduce bank fees, increase interest income and facilitate the timely deposit of customer checks by the Commission's TransitChek fulfillment vendor, Commuter Check Services Corp., also located in Englewood.

Prior to opening this account, the bank should have required the Commission to submit an "Authorization Resolution". A review of the Bank's files indicated we never submitted this resolution. It is requested at this time, that the Executive Committee authorize the Executive Director to execute the Authorization Resolution to (a) Open any deposit or share account(s) in the name of the Commission, and (b) endorse checks and orders for the payment of money or otherwise withdraw or transfer funds on deposit with Lakeland Bank.

The Executive Committee unanimously adopted the following **motion**:

MOTION by Mr. Barnes, seconded by Ms. Bush, that the Board authorize the Executive Director to execute an Authorization Resolution with Lakeland Bank.

3. Adoption of the DVRPC Fiscal Year 2007 Budget

Mr. Coscia presented the highlights of the DVRPC Fiscal Year 2007 budget (distributed to the Board).

The total budget is \$22,856,283 of which \$7,352,301 is for subcontracts to member governments, transit operating agencies, scoping contractors and Transportation and Community Development Initiative (TDCI) award winners. The budget for DVRPC operations is \$15,503,982 an increase of \$943,982 from this year. It includes the basic DVRPC programs of (1) General Fund (Nonparticipating Fund and Miscellaneous Receipts), (2) Transportation Program (Highway and Transit), and (3) Other Programs (continued contract obligations and services to local, state and other governments and private organizations). The subcontracts to member governments and transit operators are included under the total Transportation Program (Highway and Transit).

The Non-participating Fund Committee was canvassed by telephone and agree with the proposed budget and the reauthorization of Thomas Coleman as the New Jersey Co-Counsel and Timothy Carson as the Pennsylvania Co-Counsel.

The highlights of the proposed budget include:

- a Transportation Program of \$10,288,460 including \$2,577,301 or 25% in subcontracts for member governments;
- a Personnel Complement of 87 employees, the same as FY 2006;
- a 4.0% meritorious annual salary increase for FY 2007;
- continued suspension of three paid holidays, Election Day, Lincoln's Birthday, and Good Friday.

Mr. Coscia added that an additional \$350,000 of FTA funds have been given to DVRPC and the five Pennsylvania counties. The staff proposes that \$170,000 be allotted for DVRPC projects and \$185,000 be passed through to the counties and member governments. A meeting will be scheduled with the counties and operating agencies to review the increased funding and determine their possible increase and the proposed match requirements. This modification to the budget will be presented to the Executive Committee for approval in the near future.

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

MOTION by Ms. Bush, seconded by Ms. Denworth, that the Board adopt the DVRPC Fiscal Year 2007 Budget, the Nonparticipating Fund Budget, the legal services of the recommended Co-Counsel for Pennsylvania and New Jersey and authorize the Executive Director to execute and file the required applications and enter into and execute all necessary contracts and grant agreements by passing Resolution No. EC-FY06-001 (copy attached).

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:30 p.m.

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