

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 28, 2007

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

Brian Cuccia

New Jersey Governor's Appointee

Jerry Mooney

Pennsylvania Governor's Appointee

David Mandelbaum

Pennsylvania Governor's Policy Office

Joanne R. Denworth
Kenneth Klothen

Pennsylvania Department of Transportation

Robert Hannigan

Bucks County

Lynn Bush

Chester County

Carol Aichele
Ronald T. Bailey

Delaware County

John Pickett

Montgomery County

Leo Bagley

Burlington County

Jerald R. Cureton, Esq.
Carol Ann Thomas

Camden County

Edward Fox

Gloucester County

(not represented)

Mercer County

(not represented)

City of Chester

(not represented)

City of Philadelphia	(not represented)
City of Camden	(not represented)
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	Megan Dougherty
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	James Requa
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin James Schwarzwald
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
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, John Ward, Elizabeth Schoonmaker, Zoe Neaderland, Candy Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Cheryl Brennan Howard Immordino
Southeastern Pennsylvania Transportation Authority	Kathleen Zubrzycki
Cross County Connection Transportation Management Association	William Raggazine
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
New Jersey Turnpike Authority	Brian Wahler
Ballard Spahr	Mira Baylson

Call to Order - Chair's Comments

Chair Joanne R. Denworth called the meeting to order at 10:05 a.m.

Public Comments on Non-Agenda Items

No public comments were stated on non-agenda items.

Barry J. Seymour, Executive Director, acknowledged Richard Hayden, Pennsylvania Governor's Appointee, for his service to the Board from June 2003 through May 2007. David Mandelbaum was appointed to replace Mr. Hayden. Mr. Hayden was unable to attend the Board Meeting, however, a letter and a token of DVRPC's appreciation will be sent to him.

Mr. Seymour also announced that a former DVRPC Board member, Ridgeley P. Ware, had past away. Mr. Ware was a dedicated Board member representing Burlington County from 1992-2000. Mr. Seymour commented that Mr. Ware always intellectually challenged DVRPC, was very knowledgeable and a great asset to the Board.

Mr. Seymour then thanked and presented a gift to Joanne R. Denworth for her service as Board Chair for Fiscal Year 2007. Ms. Denworth thanked the Board and expressed her appreciation for the opportunity to serve as Chair and to work with DVRPC.

1. Minutes of Meeting of May 24, 2007

On a **Motion** by Mr. Cuccia, seconded by Mr. Pickett, the minutes of the Board meeting of May 24, 2007 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC staff, presented to the Board the following TIP actions:

a. TIP Action PA07-49: Deferrals Resulting in Technical Deletions from the TIP, (MPMS#'s 64494, 50640, 64811, 73864, and 14515)

Ms. Schoonmaker explained to the Board that these deferrals and technical deletions have been recommended by PennDOT and assist in accommodating cost increases and new projects being added to the TIP.

- (1) US 202, Swedesford Road to Route 29 Reconstruction Project (Section 320) (MPMS #64494), Chester County
- (2) I-95/Girard Point Bridge and Pavement Preservation Project (MPMS #73864), Philadelphia
- (3) PA 100 Shoen road to Gordon Drive Widening Project (MPMS #14515), Chester County
- (4) PA 100, US 202 - US 30 Bypass Highway restoration Project (MPMS #50640), Chester County
- (5) Pineville Road Over Pidcock Creek bridge Replacement Project (MPMS #13242, Bucks County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring phases for five projects in the TIP, (MPMS #'s 64494, 73864, 14515, 50640, 13242) to maintain fiscal constraint of the TIP for projects which are ready to advance, or to reflect a more accurate let schedule.

- (1) The construction phase of the US 202, Swedesford Road to Route 29 Reconstruction Project (MPMS #64494), would be deferred (estimated let date 3/15/11), acknowledging that the construction of the US 202, four Overhead Bridges Rehabilitation project (MPMS #65613) must advance first and is ready to advance to construction.
- (2) The construction phase of the I-95/Girard Point Bridge and Pavement Preservation Project (MPMS #73864) would be deferred (estimated let date

1/15/2008), acknowledging that the River Road Flood Recovery Project (MPMS #78051 and #78050) is being identified by PennDOT as a higher priority and ready to advance to construction.

(3) The construction phase for PA 100, Shoen Road to Gordon Drive Widening Project (MPMS #14515) has been deferred, acknowledging that the estimated let date for construction is not until October of 2010. Funds will be programmed to cover the cost increase associated with the reconstruction of PA309, Welsh to Highland Roads (MPMS #16477).

(4 and 5) The construction phase of the PA100, US202 - US30 Bypass Highway Restoration Project (MPMS #50640) will be deferred. The construction phase of the Pineville Road over Pidcock Creek Bridge Replacement Project (MPMS #13242) will be deferred.

Phases being pushed out of the four year TIP program results in "technical deletions" of several projects. All of the projects deferred as part of this action will continue to show in the program with funding captured in "Later Fiscal Years" and their let date noted. DVRPC will keep a running list of any project that has been shifted back significantly since the beginning of the FY07 fiscal year, October 1, 2006. This list will be considered at the time of the FY09 PA TIP update which begins in the fall of 2007, along with the issue of whether to add new projects to the program.

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.

Donald S. Shanis, Deputy Executive Director reported that the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) recommended approval of TIP Action PA07-49, however, requested that staff look at the original adopted TIP and examine each county's share of funds as these projects get deferred and deleted.

Favorable recommendation was received from the Regional Citizens Committee (RCC) that the Board adopt TIP Action PA07-49.

Barry J. Seymour, Executive Director, commented that although there have been deletions to the TIP, many new projects have been added. Mr. Seymour pointed out the handout (distributed to the Board) of the technical deletions which included a county-by-county list of deferrals since the adoption of the TIP. The overall TIP has been slightly increased over the four year period. Approximately a 5% differential exists whereas the share of funding has increased in some counties and decreased in others.

Commissioner Carol Aichele, Chester County, stated that Chester County will not support the deferrals involving the US 202 Corridor [item (1) and (4)]. Commissioner Aichele believes this corridor is of most importance to all counties and this deferral would not serve in the best interests of Southeastern Pennsylvania.

Taking into account the opposition to Items 1 and 4, the following **motion** was made:

MOTION by Mr. Cureton, seconded by Ms. Bush, that the Board act separately on the US 202 Corridor projects (items 1 and 4) under TIP Action PA07-49.

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

MOTION by Mr. Cureton, seconded by Mr. Hannigan, that the Board approve the following projects from TIP Action PA07-49:

- (1) I-95/Girard Point Bridge and Pavement Preservation Project (MPMS #73864), Philadelphia;
- (2) PA 100 Shoen Road to Gordon Drive Widening Project (MPMS #14515), Chester County; and
- (3) Pineville Road Over Pidcock Creek Bridge Replacement Project (MPMS #13242, Bucks County).

Discussion ensued on the remaining items for TIP Action PA07-49 with reference to the two projects in Chester County.

Charles Dougherty, DVRPC staff, explained that the US 202 projects being deferred is a shift of funds to TIP Action PA07-50, US 202, Four Overhead Bridges Rehabilitation project. The net amount stays the same, however, is being shifted from the road work to the bridge work.

Commissioner Aichele then requested that Ronald Bailey, Chester County Planning Director, address Chester County's concerns with the US 202 project deferrals.

Mr. Bailey stated that, at present, there are some bridges being reconstructed and replaced causing US 202 road work to be delayed and these delays will increase the cost of the road work.

Mr. Seymour stated that it is understood that additional funds, if needed, would be supplemented for the road work after completion of the bridges.

Mr. Bailey then commented that currently the work on US 202 is advanced construction of several bridges. The segment of road work which is being deferred is the section of US 202 which correlates to the area of the highway where the bridges are already being completed. Mr. Bailey understands that the deferrals will shift the bridge work onto another sub-section of US 202, Section 300, which is different than the bridges currently being done. The concern is that it is difficult to keep track of which projects are actually affecting which sections.

Robert Hannigan, Pennsylvania Department of Transportation, responded that all the bridges need to be completed before the road work. If road work is done in pieces, traffic flow will be seriously affected. The estimated let date for the section in question is 2011 and PennDOT's estimate for final design is also 2011.

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

MOTION by Mr. Cureton, seconded by Mr. Hannigan, that the Board approve the following items from TIP Action PA07-49:

- (1) US 202, Swedesford Road to Route 29 Reconstruction Project (Section 320) (MPMS #64494), Chester County; and
- (2) PA 100, US 202 - US 30 Bypass Highway Restoration Project (MPMS #50640), Chester County.

Commissioner Carol Aichele, Chester County and Lynn Bush, Bucks County **opposed** the motion;

- b. PA07-50: US 202, Four Overhead Bridges Rehabilitation Project (Section 311) (MPMS #65613), Chester County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$17.5 million federal highway funds, acknowledging a toll credit match for the construction phase of the, US 202, four Overhead Bridges Rehabilitation Project (MPMS #65613). Currently this project is programmed for construction in FY07 and FY08 in the amount of \$9.9 million. This project includes the construction of four overhead bridges along US 202 in East Whiteland and Tredyffrin Townships. These bridges are the second of two bridge contracts in advance of the mainline US 202 construction of Sections 320 and 330. The rehabilitation of these four bridges must be completed before the widening of Route 202 can begin. The four bridges are Swedesford Road, PA Route 29, Cedar Hollow Road and the existing railroad bridge, which is part of the Township's trail system. This project also includes the construction of sidewalks on one side of each bridge with the exception of the existing railroad bridge. This project was originally scheduled for construction in FY2005; however, certain project clearances could not and still have not been obtained.

The project cost was not updated in the TIP, and that combined with \$7.5 million in cost increases results in the need for an additional \$17.5 million for this section. Cost increases are attributable to structure costs (demolitions, limestone subsurface), fuel costs, and proposed bridge construction during the winter season. The increased funding will be programmed for construction in FY08 (\$1,895,000 NHS/\$0 toll credit match \$2,062,000 STU/\$0 toll credit match) FY09 (\$4,000,000 STU/\$ 0 toll credit match \$4,917,000 NHS/\$0 toll credit match), and FY10 (\$4,651,000 STU/\$0 toll credit match).

Section 300 of US 202 which runs between Teddyfrin and Whiteland Townships in Chester County will provide for the widening of approximately 6.7 miles of roadway, adding one travel lane in each direction, implementing interchange modifications, and installing noise walls for section 300 of US Route 202. The project is broken down into one design section and four construction sections and carries a total project cost of \$209.8 million for all five sections.

Section 300 of US 202 has been broken down into several different sub-sections for ease in construction management, and include mainline road construction projects and overhead structure/bridge projects. \$5.92 million has been previously obligated for the final design phase in FY05 and FY06.

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 from the regional air quality analysis.

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

MOTION by Ms. Aichele, seconded by Mr. Hannigan, that the Board approve TIP Action PA07-50, PennDOT's request to modify the TIP by programming an additional \$17.5 million federal highway funds for the construction phase of the US 202, Section 311, 4 Overhead Bridges Rehabilitation Project (MPMS #65613). The additional funding will be programmed for construction in FY08 (\$1,895,000 NHS/\$0 toll credit match \$2,062,000 STU/\$0 toll credit match) FY09 (\$4,000,000 STU/\$ 0 toll credit match \$4,917,000 NHS/\$0 toll credit match), and FY10 (\$4,651,000 STU/\$0 toll credit match).

- c. PA07-51 River Road Flood Recovery Project (Site 5) (MPMS #78051) and River Road Flood Recovery project (Site 6) (MPMS #78050), Bucks County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by increasing the cost of two breakout projects to the TIP, and acknowledging \$768,000 federal flood funds and \$192,000 State funds made available to the project. The River Road Flood Recovery Project (Site 5) (MPMS #78051), and River Road Flood Recovery Project (Site 6) (MPMS #78050), Bucks County would be increased to a total cost of \$6,949,000 for both of these roadway sections.

River Road along the Delaware Canal, near the Delaware River has been severely damaged by flooding events over the last few years. Restoration of roadway and retaining structures is needed. Nine separate improvement sites have been identified, and a small amount of federal Flood funds with State match (\$768,000/\$192,000) have been received by PennDOT to assist with some of the repair work. PennDOT originally intended to use state maintenance funds combined with the flood funds for repairs, but has since determined that the damage and cost of restoring the area will require additional federal funds since repair of structures will not be feasible and the cost to replace them is much higher. These projects combined will restore essential transportation functions to River Road, located in the upper Bucks County region.

Site 6 of the River Road Flood Recovery Project (MPMS #78050), will program a total of \$6,901,000. Funds include (\$768,000 Flood/\$192,000 State) for the construction phase, combined with (\$150,000/\$0 Toll credit match) for final design in FY07 and \$5,791,000 STU/\$0 Toll credit match for construction in FY08. This project will provide for recovery efforts in Solesbury Township along River Road for approximately .36 miles between Greenhill Road and Paxson Road. The project consists of removing the existing retaining wall damaged by flooding and constructing a new retaining wall in place of the old wall and also in areas where the embankment has severe flood damage; excavation of unsuitable materials, and repairing/restoring drainage facilities. The project will also involve reconstructing the roadway, replacing inlets, pipe and guide rail; relocation of several utility poles and restoration of up to one half the width of the Delaware Canal as needed. This project does not include the construction of any bicycle or pedestrian facilities.

Site 5 of the River Road Flood Recovery Project (MPMS #78051), will program a total of \$48,000. Funds include \$6,000 STU/\$42,000 for the construction phase in FY07. The project will provide for the reconstruction of a masonry wall which functions as part of the retaining wall for the roadway and diversion lock channel for the Delaware Canal. Milling, pavement, excavation

of unsuitable materials, repairing/replacing drainage facilities, restoring the

roadway and shoulder section, overlay and guiderail replacement will also be included in this project.

Sites 1,2, and 3 (MPMS #73624) were added to the DVRPC TIP in FY07 for a total cost of \$12,966,000 million for the .53 mile section between PA 212 and Lehnberg Road and the 2.08 mile section between Route 611 and Narrows Hill Road. Sites 4 (MPMS #73692), and 7 (MPMS #73693), and 8 and 9 (MPMS #73661) are being advanced with state maintenance funds and do not appear on the DVRPC TIP.

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 from the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA07-51.

Favorable recommendation was also received from the RCC. The RCC also suggests that River Road be designated as a scenic byway.

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

MOTION by Ms. Bush, seconded by Ms. Aichele, that the Board approve TIP Action PA07-51, PennDOT's request to amend the TIP by adding two projects, River Road Flood Recovery Project (Site 5) (MPMS #78051), and River Road Flood Recovery Project (Site 6) (MPMS #78050). Construction will be programmed in FY07 (\$6,000 STU/\$42,000 State) for MPMS #78051. Final design will be programmed in FY07 (\$150,000/\$0 Toll credit match) and construction in FY 07 (\$768,000 Flood/\$192,000 State) and FY08 (\$5,791,000 STU/\$ 0 Toll credit match) for MPMS #78050.

- d. PA07-52: PA 309, Welsh Road to Highland Avenue Reconstruction Project (MPMS #16477), Montgomery County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by programming an additional \$21.7 million for the construction phase of the, PA309, Welsh Road to Highland Avenue Reconstruction Project (MPMS #16477). The project includes the reconstruction of 4.7 miles of Route 309 between Highland Avenue and PA 63 (Welsh Road) in Upper Dublin and Lower Gwynedd Townships in Montgomery County. Improvements will include the replacement of three bridges, widening and rehabilitation of five bridges, construction of three retaining walls, extension and rehabilitation of four culverts, sound wall barrier, engineered slopes, three stormwater management basins, utility locations, three signalized intersections, intersection

improvements, 14 sign structures, construction of new ramps at the Norristown Interchange, and ramp reconstruction.

This project is one of several contracts for the reconstruction of PA Route 309, a \$330 million project to improve and rebuild 10 miles of roadway.

The cost increase is due to failure to accurately consider inflation of material and labor costs over the life of the project's multi-year construction period, underestimated mobilization costs, and omitted earthwork quantities (earth moved for excavation and embankment during project construction) costs. The estimate also did not take into consideration the contractor costs increases related to a laterally restricted work area and staged construction activities.

Major cost differences include:

\$10 million of the additional project cost will be used for bridge reconstruction and related reconstruction activities; \$2.2 million will be used for reinforced soil slopes; \$0.8 million will be used for the non-standard concrete median barrier which is currently under construction; \$2 million will be used for increased mobilization costs; \$2 million will be used for additional earthwork quantities and \$4 million will be used for costs associated with unit price increases. The funding increase will be programmed for construction in FY08 (\$3,309,000 NHS/\$4,317,000 State) and FY10 (\$11,451,000 NHS/\$2,673,000 State). The total cost of construction for this section of PA 309 will go from \$91.7 million to \$113.5 million.

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 has already been included in the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA07-52.

The RCC also recommended approval of TIP Action PA07-52, however, the RCC requests that PennDOT employ its bicycle and pedestrian checklist as part of the project's planning process, if they have not done so already, in order to avoid the loss of any potential or planned bike trails, which occurred on a previous section of Route 309.

Leo Bagley, Montgomery County, responded that this issue was discussed in the design phase and Springfield Township decided not to use this as a trail connection, as there are other connecting bicycle routes in the area.

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

MOTION by Mr. Bagley, seconded by Mr. Hannigan, that the Board approve TIP Action PA07-52, PennDOT's request to amend the TIP by programming an additional \$21.7 million for the construction phase of the, PA309, Section 101, Welsh Road to Highland Avenue Reconstruction Project (MPMS #16477). The additional funding will be programmed for construction in FY08 (\$3,309,000 NHS/\$4,317,000 State) and FY10 (\$11,451,000 NHS/\$2,673,000 State).

e. PA07-53: Accrued Unbilled Costs (Various MPMS numbers), Various Counties

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by accounting for Accrued Unbilled Costs for several TIP projects that have costs that exceed the federally authorized amount, mostly due to cost increases that come up at the time that the project is under construction. The cost increases are generally for smaller unforeseen issues that are not obvious until the "shovel is in the ground". PennDOT will usually pay for the cost increase with state funds at the time of the billing. The process of submitting for Accrued Unbilled costs allow PennDOT to seek federal reimbursement for eligible projects. These actions are typically handled as Administrative Actions throughout the course of the year, and it is not unusual for the annual amount of Accrued Unbilled Costs (AUC) to exceed \$10 million.

This action would allow PennDOT to process a series of actions at once, and totals \$15.880 million (\$13,503,000 federal/\$2,319,000 state/\$58,000 local). During the course of the FY07 PA TIP Update, one of the new line items that the region agreed to in theory was a line item to help fund Accrued Unbilled Costs so that current projects would not be impacted by the need to fund these actions. Because of the tight programming and financing of the FY07 program, the Accrued Unbilled Cost Line item was dropped as a project and not adopted into the new TIP. This issue will be re-visited as part of the FY09 PA TIP Update. PennDOT's attached AUC fiscal constraint chart shows all of these actions, and which projects serve as the source of funds.

Financial constraint will be maintained and the TIP's current conformity finding will not be impacted by this amendment.

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

MOTION by Mr. Hannigan, seconded by Mr. Cuccia, that the Board approve TIP Action PA07-53, PennDOT's request to process \$15.880 million (\$13,503,000 federal/\$2,319,000 state/\$58,000 local) of Accrued Unbilled Costs.

f. PA07-54: Cruise Terminal Intermodal Facility (MPMS number, to be determined), Delaware River Port Authority Transit Corporation

DRPA/PATCO has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Cruise Terminal Intermodal Parking Facility Project (MPMS #TBD). The \$625,000 preliminary engineering phase of this project will be funded by a \$500,000 FY2005 FTA Section 5309 bus earmark combined with \$125,000 Local match. This project will ultimately include the design and construction of a new or renovated intermodal parking facility at the Philadelphia Cruise Terminal. The facility will function as an intermodal hub receiving passengers, along with their luggage, who are arriving at the terminal via automobile, bus, taxi, or airport shuttle. The existing parking facility is inadequate. DRPA has coordinated with FTA for approval to amend the project to include the construction phase of this project at a future date as the design gets underway. Funding will be programmed for preliminary engineering in FY07 (\$500,000 FTA/\$125,000 Local Match).

Financial constraint will be maintained as this project uses specially earmarked funds provided by and FTA Section 5309 bus earmark.

The TIP's current conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the PCC/RTC to approve TIP Action PA07-54.

The RCC tabled TIP Action PA07-54 and stated that there was not sufficient information to make a definitive decision.

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

MOTION by Mr. Cureton, seconded by Mr. Cuccia, that the Board approve TIP Action PA07-54, PennDOT's request to amend the TIP by adding a new project to the TIP, the Cruise Terminal Intermodal Facility Parking Project (MPMS #TBD) and programming preliminary engineering in FY07 (\$500,000 FTA 5309 Bus Discretionary/\$125,000 Local Match).

3. Adoption of the DVRPC FY 2008-2011 Transportation Improvement Program (TIP) for New Jersey

Mr. Dougherty explained to the Board that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) for the metropolitan region to become eligible for federal transportation funds. The creation of this document is to be done by the MPO in cooperation with the state and the transit operators, and must provide opportunity for input and comment by the public.

Every year DVRPC develops a TIP that covers the four New Jersey counties located in the DVRPC region: Burlington, Camden, Gloucester, and Mercer. The New Jersey Subcommittee of the RTC has been working with staff since the fall of

2006 on a DVRPC FY 2008 TIP for New Jersey that meets the requirements of the federal laws and regulations, including those concerning financial constraint and air quality.

The FY 2008-2011 TIP for the New Jersey portion of the DVRPC region contains over 130 projects totaling close to \$2 billion for phases to be advanced during the next four years, including \$918 million on projects primarily addressing the highway system and over a billion dollars on transit projects for DRPA/PATCO and NJ TRANSIT. The New Jersey TIP averages \$491 million per year for transportation projects in the DVRPC region.

The projects in the TIP represent the region's transportation priorities. The TIP lists all projects that intend to use federal funds, along with all state funded projects whether or not they are regionally significant. The TIP has been fiscally constrained to the available financial resources identified jointly by NJDOT, the federal agencies and the three MPOs of the state, as negotiated for this region's projects. All air quality non-exempt projects have been included in the regional conformity analysis.

The Draft TIP document was made available for public review during a 43-day period which ended on June 1, 2007. The document was published on the Internet, copies were placed at 16 major public libraries in New Jersey, and two in Philadelphia, and two public meetings were held to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff.

The meetings were held in downtown Philadelphia and Cherry Hill, New Jersey. Legal notices of the public comment process and the public meetings were published in the *Inquirer*, the *Tribune*, *La Actualidad*, the *Trenton Times* and the *Courier Post*. Media releases were also issued preceding the public comment period.

NJDOT released an amended Statewide Transportation Improvement Program (STIP) on May 15, 2007, and will accept comments on their revised STIP through July 6, 2007. NJDOT released this amended STIP in order to address the need to provide a funding mechanism for the new tunnel project between North Jersey and New York City (a.k.a., "Access to the Region's Core"). These changes do not significantly impact the FY08 DVRPC TIP, as they are mostly changes to the type of funding, not the level of funding for the DVRPC region.

Once again, DVRPC's website played a vital role in our public outreach effort. The entire Draft TIP document was placed on our website, as were the dates and locations of the public meetings and general information about the TIP development process. The site includes a TIP search feature and an interactive

mapping capability. The TIP page is often one of the most frequently hit pages on the DVRPC website. Individuals and organizations were also able to provide written comments concerning the Draft FY2008 TIP via regular mail, e-mail, and

fax.

Approximately 80 highway projects, 17 DRPA/PATCO projects, and 40 projects for New Jersey Transit are included in the TIP. Funding for the four year TIP is approximately \$2 billion and the funds are distributed between the New Jersey highway system and the transit system.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the scheduled public meetings to several hundred individuals and organizations, including those that represent traditional and underserved transportation users, minority and low income populations, chambers of commerce, and the welfare-to-work community.

The public comments received, agency responses, as well as the recommended changes to what was in the Draft TIP were provided to the Board for review and consideration before taking action to adopt the Final FY 2008 TIP for NJ.

Adoption at the June meeting will permit the inclusion of the DVRPC TIP, along with the TIPs from the other two MPOs, in the New Jersey Statewide TIP (STIP) for timely submission of that document by NJDOT to the federal funding agencies for approval before the current TIP expires on September 30, 2007.

The Clean Air Act Amendments of 1990 (CAAA) require that Transportation Plans and Programs conform to the applicable State Implementation Plans for air quality and follow the Final Conformity Rule provided by US EPA and DOT. Funding of new projects in non-attainment areas such as the DVRPC region is dependent upon the TIP and Plan being found to conform to the purposes of the applicable SIP and the CAAA. TIPs may be determined to conform if their projects are drawn from a conforming regional Plan. DVRPC's conformity analysis of the Destination 2030 long range plan and the FY 2008 TIP for New Jersey has determined that emissions of monitored pollutants for each analysis year is less than the permitted budgets and that the TIP and the Plan contribute to the achievement and maintenance of the national ambient air quality standards. Therefore, the TIP has been found to conform with the requirements of the CAAA as set forth in the Final Conformity Rule.

After favorable recommendation was received from the PCC/RTC and the RCC that the Board adopt the FY 2008-2011 TIP for New Jersey, the Board unanimously adopted the following **motion**:

MOTION by Mr. Cuccia, seconded by Ms. Paul, that the Board adopt the DVRPC FY 2008 Transportation Improvement Program (TIP) for New Jersey (FY2008 - FY2011), with the recommended changes, as the

region's official selection of transportation projects for federal funding by adoption Resolution No. B-FY07-014 (copy attached).

Mr. Seymour commented that the New Jersey TIP seems to have fewer cost increases and adjustments. Perhaps this could be a model for structuring the Pennsylvania TIP in the future.

Mr. Dougherty responded that New Jersey has made a lot of structural changes since their last TIP, however, there are a lot less projects involved than those included in the Pennsylvania TIP.

4. Adoption of the 2007 Congestion Management Process, Supplemental Projects Update

Zoe Neaderland, DVRPC staff, explained to the Board that Highway projects which add major Single Occupancy Vehicle (SOV) capacity are required to include supplemental projects that enhance the benefits of the capacity additions and extend the useful life of the project. The Congestion Management Process (CMP) is required to track implementation of supplemental projects to ensure that these commitments are being faithfully pursued.

The update on the Status of Supplemental Projects memorandum covers 20 major SOV capacity-adding projects. A number of these projects were the subject of CMS studies in the 1990s, some of which have changed in scope or have subsequently gone through the environmental review process. The document recommends that commitments from the more recent studies replace original CMS commitments.

While developing this document, PennDOT requested that projects associated with the I-95 Reconstruction, PA 309 Reconstruction and US 202 Section 500 be added to this memorandum. This document also recommends that the commitments associated with those projects be adopted as the formal CMP commitments to fully comply with federal regulations.

The first annual memorandum tracking CMP commitments was prepared in coordination with transportation planning partners and has found that supplemental commitments for this group of projects have either been completed or are proceeding in a satisfactory manner.

Mr. Hannigan commented that due to federal funding the previously submitted strategy for the US 202, Section 700 project was a four-lane divided highway and it was required that the congestion management process be performed. Since that time, this project has been redesignated as a parkway design and is now fully

state funded, therefore, there is no requirement for a congestion management process.

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

MOTION by Mr. Mandelbaum, seconded by Mr. Cureton, that the Board adopt the *2007 Supplemental Projects Status Update*, including the updating and replacement of selected commitments from previous CMS reports and the adoption of commitments for the I-95 Reconstruction, PA 309 Reconstruction and US 202, Section 500 projects.

5. **DVRPC Annual Self-Certification of the Regional Transportation Planning Process**

Dr. Shanis explained to the Board that Federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration and the Federal Transit Administration that its transportation planning process addresses the major issues facing the area and is being conducted in accordance with all applicable requirements.

The regulation lists specific requirements which must be addressed. DVRPC's compliance with these requirements are as follows:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704., Equal Employment Opportunity Guidelines for Grant Recipients.

6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
8. Congestion Management System phase-in requirements for non-attainment Transportation Management Areas have been met.
9. Environmental Justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

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. Hannigan, that the Board adopt Resolution No. B-FY07-015 (copy attached) certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

6. Election of DVRPC Board officers for Fiscal Year 2008

Mr. Seymour announced the Nominating Committee's recommended slate of officers for election to the DVRPC Board for Fiscal Year 2008 (July 1, 2007 through June 30, 2008) as follows:

Chair: Jerald R. Cureton, Esq., Burlington County
 Vice Chair: Carol Aichele, Chester County
 Secretary: James Ritzman, Pennsylvania Department of Transportation
 Treasurer: Charles F. Romick, Gloucester County

There were no nominations from the floor and the nominations were closed.

On a **motion** by Ms. Bush, seconded by Mr. Fox, the Board unanimously elected the recommended slate of Board officers for Fiscal Year 2008.

7. Election of New Jersey and Pennsylvania County Representatives to Serve on the Executive Committee for FY 2008

Jerald R. Cureton, Esq., Burlington County and Carol Aichele, Chester County, were selected by the new Jersey County Board members and the Pennsylvania County Board members, respectively, to serve on the Executive Committee during Fiscal Year 2007.

8. Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Certification Review of DVRPC

Mr. Seymour explained to the Board that every three years, as required under the Federal Legislation, the FHWA and FTA review DVRPC for compliance with all federal rules and regulations. In May 2006, DVRPC was reviewed and the final report (distributed to the Board) has been received. The report showed DVRPC to be in compliance with the Metropolitan Transportation Planning Rules and Regulations with one recommended corrective action. It is recommended that the DVRPC Contracting Officer coordinate with PennDOT on expanding outreach for contract opportunities to disadvantaged business communities. Since that time, DVRPC has contacted PennDOT to obtain guidance. PennDOT has shared their list of statewide eligible disadvantaged business communities. DVRPC staff also contacted NJDOT to obtain their list. Both state lists have been placed on the DVRPC website and are included as a reference on all Contracts and Requests for Proposals (RFPs).

Some additional findings were noted in the report which DVRPC will continue to address.

Warren Strumpfer, RCC Chair, commented on some of the findings in the Certification Review Report which are of special interest to the RCC including: (1) TIP project prioritization and selection criteria; (2) Environmental Justice Task Force; and (3) regional collaboration in transit planning methodologies.

Mr. Seymour responded that better examination of the TIPs project prioritization and selection criteria will be addressed in the coming year. On the second issue, Mr. Seymour responded that coordination between the RCC and the Environmental Justice (EJ) Task Force is complete and the Task Force has been incorporated into the RCC. DVRPC will continue to work with the RCC to broaden and diversify the membership to ensure that all interests are represented.

9. Projects to Support Economic Development in the Delaware Valley

Mr. Seymour explained to the Board that a regional effort has started to select and support projects which not only address transportation needs but support the best economic development and growth for the region.

Chair Denworth added that this program is part of a statewide process led by PennDOT to conduct regional planning using the MPO's to prioritize economic development projects and integrate them with land use and transportation and noted that DVRPC is ahead of other MPO's in this effort.

Michael Boyer, DVRPC staff then explained to the Board that this program, entitled *Integrating Land Use, Transportation, and Economic Development* (LUTED) started with crafting a set of keystone principles from five state agencies and included a set of core criteria to help implement the planning principles. The purpose of this study and the planning principles is to, at the inter-agency level, coordinate and conserve resources to promote sustainable development. At the local level, an effort is being made to create a dialog with the planning community and the economic development community to consider land use and transportation planning principles at the beginning of a project (i.e. site locations).

New Jersey has also taken some steps regionally and at the statewide level. Three Southern New Jersey counties have joined together in an economic development summit to promote this type of program.

SAFETEA-LU also has placed a greater emphasis on integrating transportation land use and economic development and as the 2035 Long Range Plan moves forward this will become a more critical issue.

In conducting the LUTED study, different ideas of how to approach this process were found throughout the DVRPC region. A study advisory group was formed and three meetings have been held to date. The main focus of the group has been on transportation (funding, system maintenance, transit system expansion, and transit funding). Staff has developed a project list and a description of each project entitled *Transportation Investments to Support Economic Development in the Delaware Valley Scoring Sheet* which was distributed to the Board for prioritization. The Board was requested to fill in the Scoring Sheet and leave it at DVRPC.

Edward Fox, Camden County, commented that two military bases; McGuire and Willow Grove employ a large number of individuals. If these bases were eliminated, thousands of jobs would be lost. Mr. Fox recommends that this type of land be saved for transportation, particularly air space.

Ms. Bush inquired if the study advisory group has evaluated the impacts of transportation improvements on economic development?

Mr. Seymour responded that the project list was constrained to transportation and did not import education, workforce training, etc. which may have a greater impact on economic development. Transportation funding cannot be traded off for other investments. Some of these projects have had a detailed amount of planning investigation, however, others are more conceptual at this stage.

Mr. Boyer added that the previous study examined key initiatives for economic growth and the priority initiatives were transportation (44%), SmartGrowth (15%), work force development (14%), and inter-municipal cooperation (27%).

Ms. Paul inquired as to what criteria was considered for choosing the projects and hopes that the selected projects would afford the most jobs and the best economic outcome for the region. Ms. Paul also inquired as to what impact the LUTED Program would have on next year's work program?

Mr. Boyer responded that the two primary criteria were that the projects be consistent with the Long Range Plan and be recommendations from the business community. The LUTED committee was very cognizant of trying to have representatives from different geographic areas in each breakout group. It seems that a regional perspective was highly considered in looking at the selection of the top projects.

Mr. Seymour responded that coordination will be continued with the economic development community and the advancement of specific project priorities will filter down into the Work Program, Long Range Plan and the TIP.

After review and prioritization of LUTED projects, DVRPC hopes to have the Board adopt a recommended list of projects.

10. Regional Citizens Committee (RCC) Report

Mr. Strumpfer reported other business from the RCC Meeting of June 19, 2007 as follows:

1. The RCC recommends that the Fairmount Park Trolley be extended to make stops at both 30th Street Station and Suburban Station to facilitate translocation to the Please Touch museum's new location. The RCC asks that a letter requesting this action be sent to the Philadelphia Convention and Visitor's Bureau, the Fairmount Park Commission, and SEPTA.
2. The RCC expresses deep concern regarding the decision made at the May Board meeting to approve the Tri-County Water Quality management Plan proposal to extend sewer and water lines to a new school located in Woolwich Township, Camden County, in a rural conservation area; this may not correspond to recommendations in DVRPC's 2030 Long Range Plan.
3. The RCC is concerned with the lack of attention given to dangerous conditions in neighborhoods where there are no sidewalks or bike lanes and individuals have to walk on the roadside. When projects are chosen these Environmental Justice (EJ) issues should be considered for all locations.

Mr. Seymour responded to the Please Touch Museum and the Fairmount Park Trolley comment and informed Mr. Strumpfer that he would like to gather more information before DVRPC sends a letter of support to the City.

Patty Elkis, DVRPC staff, responded to Mr. Strumpfer's concern on the Tri-County Water Quality Management Amendment from the May Board meeting. Ms. Elkis explained that the Swedesboro-Woolwich area is one of the fastest growing communities in New Jersey, and there is a great need to build a new school facility. It was noted that if an area is deemed a "conservation area" it does not indicate that new development is prohibited in that area. There are also other planning exercises scheduled to address issues along the 322 corridor.

Mr. Seymour responded that the EJ criteria considers transit dependent population and these issues are evaluated for the projects.

11. Executive Director's Report

a. House Bill 1590

Mr. Seymour reported that the Pennsylvania House of Representatives passed House Bill 1590 on June 25, 2007. This Bill provides action for funding on transportation in Pennsylvania. A summary sheet was distributed to the Board for their information. The Bill is expected to go before the Senate in the near future.

b. DVRPC Annual Dinner

Mr. Seymour reported that the DVRPC Annual Dinner was a great success and thanked all attendees and sponsors.

c. DVRPC Board Retreat

Mr. Seymour announced that the DVRPC Board Retreat is scheduled for September 27, 2007 at the Enterprise Center at Burlington County College, Burlington County, New Jersey.

d. Penjerdel Transportation Forum

Mr. Seymour and Dr. Shanis both presented at the Penjerdel Transportation Forum. The main focus of the forum was project prioritization. Also, a session was conducted on ways and means of raising local revenue. Some ideas with

strong support were: (1) regional sales tax surcharge; (2) regional parking tax surcharge; (3) commercial property tax; (4) surcharge on vehicle registration fees; and (5) surcharge at local turnpike exits. Those items with poor support

were such things as: (1) real estate transfer tax; (2) increases in residential property tax; and (3) personal income tax.

e. PennDOT Smart Transportation Forum

Mr. Seymour reported that the PennDOT Smart Transportation Forum discussed ways to integrate Land Use with Transportation.

f. New York State Association of MPO's June 14-15, 2007

Dr. Shanis reported that this Association meets annually to discuss items of concern. Key items of discussion at the June meeting included funding of the next TEA, and sustainability. Ann Camby was the keynote speaker.

g. National Association of Regional Councils (NARC) Conference, June 23-26, 2007

The NARC Conference was held in Orlando, Florida on June 23-26. Approximately 400 were in attendance. One important item of discussion was what issues the MPO's would like to have NARC discuss in Washington. Both the New York Meeting and the NARC Conference attendees seem to be concerned about a new vision for the next TEA.

13. Committee Reports

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Regional Aviation Committee; and
- (3) Land Use and Housing Committee.

14. One Minute Reports

David Fogel, SEPTA, reported that SEPTA has opened the 60th Street Station on the Market Street elevated line and now is working on the 46th Street Station. SEPTA will be operating additional service for the *Welcome Home America* 4th of July fireworks.

Warren Strumpfer commented that the RCC was concerned with the lack of coordination between DVRPC and Gloucester County for the Mulica Hill bypass 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 12:16 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for June 28, 2007
- (2) RCC Recommendations to the Board for June 28, 2007
- (3) Resolution Nos. B-FY07-014 and B-FY07-015

Additional Documents Distributed to the Board:

- (1) *Alert*, June, 2007
- (2) *TravelSmart*, June, 2007

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of June 28, 2007

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	Brian Cuccia
New Jersey Governor's Appointee	Jerry Mooney
Pennsylvania Governor's Appointee	David G. Mandelbaum
Pennsylvania Governor's Policy Office	Joanne R. Denworth Kenneth Klothen
Pennsylvania Counties	Carol Aichele Ronald Bailey
New Jersey Counties	Jerald R. Cureton, Esq Carol Ann Thomas
City of Camden	(not represented)
City of Philadelphia	(not represented)

Guests

Bucks County	Lynn Bush
Delaware County	John Pickett
Montgomery County	Leo Bagley

Burlington County	Jerald R. Cureton, Esq. Carol Ann Thomas
Camden County	Edward Fox
Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Cheryl Brennan Howard Immordino
U.S. Environmental Protection Agency, Region III	Megan Dougherty
New Jersey Office of Smart Growth	James Requa
Southeastern Pennsylvania Transportation Authority	David Fogel Kathleen Zubrzycki
New Jersey Transit Corporation	Jerry Lutin James Schwarzwald
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Cross County Connection Transportation Management Association	William Raggozine
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
New Jersey Turnpike Authority	Brian Wahler
Ballard Spahr	Mira Baylson
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.
<u>DVRPC Staff:</u> Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, John Ward, Elizabeth Schoonmaker, Zoe Neaderland, Candy Snyder, and Jean McKinney.	

Call to Order

Chair Joanne R. Denworth called the Executive Committee meeting to order at 12:16 p.m.

1. Minutes of Meeting of May 24, 2007

On a **motion** by Mr. Hannigan, seconded by Mr. Mooney, the minutes of the meeting of May 24, 2007 were approved as distributed.

2. Contract Authorization: Scoping Phase of Safety/Traffic Signal Coordination Improvements along a Portion of CR 533 in Mercer County; project limits are from the Whitehorse Circle (US 206), in Hamilton Township to Nassau Park Boulevard (just North of US 1) in West Windsor Township, Mercer County

John Coscia, Jr., DVRPC staff, explained to the Executive Committee that this plan will address the management of traffic under both peak period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture. Furthermore, this work includes developing signal timing plans to enhance individual intersection operations and maximum traffic signal progression along the CR 533 Corridor.

A consultant selection committee comprised of representatives from Mercer County and the Delaware Valley Regional Planning Commission was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The committee recommends approval to contract with the selected firm.

The estimated consultant cost is \$220,000 in Federal Highway Administration funds under the New Jersey Local Scoping Program.

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

MOTION by Mr. Cuccia, seconded by Mr. Mooney, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the firm of choice to assist DVRPC in the scoping phase of Safety/Traffic signal Coordination Improvements along a portion of CR 533 in Mercer County. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

3. Elimination of DVPRC's Long Term Temporary Classification Title

Mr. Seymour stated that the Executive Committee adopted the FY 2008 Budget on February 22, 2007 which authorized a DVRPC Personnel Complement of 87 Regular Full Time and 24 Long Term Temporary employees for FY 2008. The proposed budget and staffing level was based on the best estimate of work to be

completed, the available funds, and the size of the staff required to complete the work.

Over the past decade DVRPC's projects have expanded in both scope and funds, in addition to increased revenue obtained for new projects. In order to provide technical services, specialized skills and to deliver the products for our expanding work program, we hired Long Term Temporary employees. To attract the most qualified candidates, it was necessary to offer DVRPC's benefit package. At first it was considered to be a short term solution, but due to our continued increased revenue and work program commitments, Long Term Temporary staff have become an integral part of the Commission. Without our current Long Term staff's professional expertise, DVRPC would not be able to complete our work program's mission.

The conditions of employment for the 24 Long Term Temporary employees are identical to the 87 Regular Full Time employees. Both employee classes receive full fringe benefits and are immediately enrolled in the Pennsylvania State Employee's Retirement system. In reality, the 24 Long Term Temporary staff are Regular Full Time employees. Therefore, we recommend eliminating the Long Term Temporary classification title.

This action will avoid problems in employee morale, job status equity and recruitment of highly qualified applicants, as employees currently designated or hired as "Long Term Temporary" may feel slighted or at risk in their position. There is no financial impact to this action.

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

MOTION by Ms. Paul, seconded by Mr. Mooney, that the Executive Committee amend the DVRPC Fiscal Year 2008 Budget and approve 111 Regular Full Time employees and eliminate the Long Term Temporary classification title status.

4. Election of DVRPC Executive Committee Officers for Fiscal Year 2008

Mr. Seymour announced the Nominating Committee's proposed slate of officers for Fiscal Year 2008 (July 1, 2007 through June 30, 2008) for DVRPC Executive Committee Officers as follows:

Chair: Jerald R. Cureton, Esq, Burlington County
Vice Chair: Carol Aichele, Chester County
Secretary: James Ritzman, Pennsylvania Department of Transportation

There were no nominations from the floor and the nominations were closed.

On a **motion** by Mr. Cuccia, seconded by Mr. Mandelbaum, the Executive Committee unanimously elected the recommended slate of Board officers for Fiscal Year 2008.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:22 p.m.

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