

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 26, 2009

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

Membership Present

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

Bucks County
Chester County

Delaware County
Montgomery County

Burlington County
Camden County

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

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division

Representative

(not represented)
David A. Kuhn
Joseph Neal, Esq.
David Mandelbaum
Joanne R. Denworth
James Ritzman
James Mosca
Lynn Bush
Carole Aichele
Ronald Bailey
John Pickett
Joseph M. Hoeffel
Kenneth Hughes
Carol Ann Thomas
Louis Cappelli, Jr., Esq.
Andrew Levecchia
Charles E. Romick
Donna Lewis
William Payne
Rina Cutler
Edward Williams
Andrew Carten

Jeanette Mar
Renee Sigel
Matt Smoker

U.S. Department of Housing and Urban
Development, Region III
U.S. Environmental Protection Agency, Region III
U.S. Environmental Protection Agency, Region II
Federal Transit Administration, Region III
Southeastern Pennsylvania Transportation Authority

Paul Lehmann
Megan Mackey
(not represented)
Keith Lynch
Joseph M. Casey
Byron Comati
Pippa Woods
(not represented)
Linda Hayes
(not represented)
Kevin Gallagher

(not represented)
(not represented)
Warren Strumpfer

New Jersey Transit Corporation
Port Authority Transit Corporation
Delaware River Port Authority
New Jersey Department of Environmental Protection
Pennsylvania Department of Environmental Protection
Pennsylvania Department of Community and
Economic Development
New Jersey Office of Smart Growth
Regional Citizens Committee Chairman

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Gregory J. Moll, Esq.
Thomas J. Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald Shanis, Charles Dougherty, Richard Bickel,
Thabet Zakaria, John Ward, Elizabeth Schoonmaker, Patty Elkis, Michael Boyer,
Candace Snyder, and Jean McKinney.

Guests

Pennsylvania State Representative
U.S. Representative Patrick Murphy
Pennsylvania Department of Transportation

Chester County Planning Commission
Delaware River Port Authority
Southeastern Pennsylvania Transportation Authority

New Jersey Turnpike Authority
Cross County Connection TMA
PENJERDEL Council
Township of Princeton

DVRPC Regional Citizens Committee
Philadelpiha Inquirer
Bucks County Courier Times

Steven Santarsiero
Madeleine Wille
Les Toaso
Linda Guarini (Dist. 6)
Natasha Goguts
James McQuilkin
Cathy Popp-McDonough
Bob Lund
Brian C. Wahler
William Ragozine
Andrew Warren
Michael Kiser
Anthony Soriano
Eugene N. Cipriani
Paul Nussbaum
George Mattar

Call to Order - Chair's Comments

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

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of January 22, 2009

On a Motion by Mr. Romick, seconded by Ms. Bush, the minutes of the Board Meeting of January 22, 2009 were approved as distributed.

2. Transportation Improvement Program (TIP) Action

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

a. PA09-19a: Clay Ridge Bridge Over Beaver Creek Bridge Replacement Project (MPMS #13014), Chester County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Clay Ridge Road Bridge over Beaver Creek, Bridge Replacement Project (MPMS #13014), and programming preliminary engineering (\$60,000 Bridge/\$11,000 State/\$4,000 Local) and final design (\$120,000 Bridge/\$23,000 State/\$8,000 Local) in FY09 for the replacement of the Clay Ridge Road bridge.

This project was identified by the PA subcommittee as a local bridge that could be advanced as part of an effort to fund more local bridge projects. This group of bridges selected to advance to design will be evaluated for construction funding during the next TIP Update. The project will include the reconstruction of a 25 foot long reinforced concrete arch bridge located in Tinicum Township which was originally constructed in 1909.

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 Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action PA09-19a.

The Regional Citizen Committee (RCC) recommended that the Board approve TIP Action PA09-19a **only if** appropriate bicycle and pedestrian accommodations are made.

b. PA09-19b: Church Road Bridge Over Valley Creek, Bridge Replacement Project (MPMS #14261), Chester County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Church Road Bridge over Valley Creek, Bridge Replacement Project (MPMS #14261), and programming preliminary engineering (\$280,000 Bridge/\$53,000 State/\$18,000 Local) in FY09, and final design (\$240,000 Bridge/\$45,000 State/\$15,000 Local) in FY12 for the replacement of the Church Road bridge.

This project was identified by the PA subcommittee as a local bridge that could be advanced as part of an effort to fund more local bridge projects. This group of bridges selected to advance to design will be evaluated for construction funding during the next TIP Update. The project will include the replacement of a structurally deficient bridge located in Tredyffrin Township. The bridge is functionally obsolete and posted for 20 tons.

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 PA09-19b.

Favorable recommendation was also received from the RCC **only if** appropriate bicycle and pedestrian accommodations are made.

c. PA09-19c: Station Road Bridge Over Chester Creek Bridge Replacement Project (MPMS #15183), Delaware County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Station Road Bridge over Chester Creek, Bridge Replacement Project (MPMS #15183), and programming preliminary engineering/final design (\$544,000 Bridge/\$102,000 State/\$34,000 Local) in FY09 and right of way (\$16,000 Bridge/\$3,000 State/\$1,000 Local) in FY12 for the replacement of Station Road bridge.

This project was identified by the PA subcommittee as a local bridge that could be advanced as part of an effort to fund more local bridge projects. This group of bridges selected to advance to design will be evaluated for construction funding during the next TIP Update. The project will include the replacement of single span bridge located in Thornbury Township.

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 PA09-19c.

The RCC also recommended approval of TIP Action PA09-19c **only if** appropriate bicycle and pedestrian accommodations are made.

d. PA09-20a: Pineville Road Bridge Over Pidcock Creek, Bridge Replacement Project (MPMS #13242), Bucks County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, Pineville Road Bridge over Pidcock Creek, Bridge Replacement Project (MPMS #13242), and programming preliminary engineering (\$200,000 Bridge/\$50,000 State), final design (\$160,000 Bridge/\$40,000 State), and utility (\$40,000 Bridge/\$10,000 State) in FY09 for the replacement of Pineville Road bridge. This project was deferred last year due to negotiations on the turn-back agreement which have since been resolved.

This project will replace the existing Pineville road (SR 2103) bridge over Pidcock Creek. The existing reinforced concrete T-beam bridge carries a single lane of traffic. The existing bridge has two 24-foot spans and 14.7-foot curb-to-curb width. The structure is in poor condition with a 15-ton maximum legal load weight restriction. The new structure will be a one-span 38 feet long bridge with 28-foot curb-to-curb width. The existing bridge pier will be eliminated to improve hydraulic performance. The new bridge will accommodate two 10-foot wide travel lanes with minimum 2-foot wide shoulders. The new structure will be constructed using the ConSpan precast arch system. The approach roadways will be reconstructed on the modified alignment for an approximate distance of 350-feet at each end of the new structure, transitioning into the existing roadway. Pole mounted aerial utility lines will be relocated to the modified roadway alignment.

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 PA09-20a.

The RCC also recommended approval of TIP Action PA09-20a, **only if** traffic calming and bicycle/pedestrian accommodations are made. RCC members believe the proposed configuration of two foot shoulders is insufficient for bicycle travel.

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

MOTION by Ms. Denworth, seconded by Mr. Payne, that the Board approve the following TIP Actions:

- (1) TIP Action PA09-19a - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Clay Ridge Road Bridge over Beaver Creek, Bridge Replacement Project (MPMS #13014), and programming preliminary engineering (\$60,000 Bridge/\$11,000 State/\$4,000 Local) and final design (\$120,000 Bridge/\$23,000 State/\$8,000 Local) in FY09.
- (2) TIP Action PA09-19b - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Church Road Bridge over Valley Creek, Bridge Replacement Project (MPMS #14261), and programming preliminary engineering (\$280,000 Bridge/\$53,000 State/\$18,000 Local) in FY09 and final design (\$240,000 Bridge/\$45,000 State/\$15,000 Local) in FY12.
- (3) TIP Action PA09-19c - PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project into the TIP, Station Road Bridge over Chester Creek, Bridge Replacement Project (MPMS #15183), and programming preliminary engineering/final design (\$544,000 Bridge/\$102,000 State/\$34,000 Local) in FY09 and right of way (\$16,000 Bridge/\$3,000 State/\$1,000 Local) in FY12.

- (4) TIP Action PA09-20a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, Pineville Road Bridge over Pidcock, Creek Bridge Replacement Project (MPMS #13242), and programming preliminary engineering (\$200,000 Bridge/\$50,000 State), final design (\$160,000 Bridge/\$40,000 State), and utility (\$40,000 Bridge/\$10,000 State) in FY09.

e. NJ09-07: Route 295/42/I-76 Direct Connection (DB #355), Camden County

NJDOT has requested that DVRPC modify the FY2009-2012 TIP for New Jersey by increasing the preliminary design phase of Route 295/42/I-76 Direct Connection (DB #355), by \$7.3 million (\$2,437,000 EB/\$4,863,000 I-Maintenance) in FY09.

The preliminary design phase of the project has increased from \$9.5 million to \$16.8 million due to a better defined scope of work which includes the selection of an Initially Preferred Alternative. Preliminary design will include the design of two storm water pump stations and a sanitary sewer pumping station that were not originally anticipated, a more extensive effort to complete the traffic control, staging plans, development, maintenance, and updating of a Project Management Plan and a Financial Plan per FHWA requirements for major projects that was not included in the original preliminary design estimate, and the complete development of right of way plans and permit applications to accelerate the overall completion of the project.

The Direct Connection project is the most significant programmed transportation improvement in the New Jersey DVRPC region in terms of safety, congestion, and cost. At an estimated construction cost of over \$800 million, this project will address one of the top locations in the state in terms of crashes and congestion.

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 NJ09-07.

The RCC recommended that the Board **not** approve TIP Action NJ09-07 due to the

earmark status of the project, as well as potential environmental impacts, particularly issues related to water. The RCC representative noted that additional information was received to address these issues, but after the action by the Committee.

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

MOTION by Mr. Cappelli, seconded by Mr. Williams, that the Board approve TIP Action NJ09-07, NJDOT's request to modify the FY2009-2012 TIP for New Jersey by increasing the preliminary design phase of Route 295/42/I-76 Direct Connection (DB #355), by \$7.3 million (\$2,437,000 EB/\$4,863,000 I-Maintenance) in FY09.

f. **NJ09-08: Route 130, Campus Drive (DB #95078B1), Burlington County**

Burlington County has requested that DVRPC modify the FY2009-2012 TIP for New Jersey by programming a right of way phase for Route 130, Campus Drive (DB #95078B1), in FY09 (\$350,000 DEMO) and FY10 (\$350,000 DEMO) to enable the purchase of the second "key piece" of property needed to complete a connector road. Right of way was not authorized in FY08 as anticipated, so the request is to add the phase back into the program.

This project will provide for the relocation of jug handles from milepost 44.75 to Campus Drive (milepost 44.52) and modification of existing traffic patterns to serve identified community and safety needs. Campus Drive will be extended from Sunset Road to Salem Road (approximately 1/3 mile). A full intersection will be constructed at Route 130 enabling southbound access to the State Highway. Currently, access is limited to northbound only. The completion of this project will provide traffic relief for an older neighborhood along Salem Road and congestion relief at the intersection of Route 130 and Salem Road.

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

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 NJ09-08.

The RCC also recommended that the Board approve TIP Action NJ09-08 **only if** enough Right-of-Way is purchased for shoulders and sidewalks. RCC members also noted their misgivings regarding the earmark funding process.

The board unanimously approved the following **motion**:

MOTION by Ms. Thomas, seconded by Mr. Williams, that the Board approve TIP Action NJ09-08, Burlington County's request to modify the FY2009-2012 TIP for New Jersey by programming a right of way phase for Route 130, Campus Drive (DB #95078B1), in FY09 (\$350,000 DEMO) and FY10 (\$350,000 DEMO).

3. FY2009 TIP Amendments - Candidate Projects for the American Recovery and Reinvestment Act of 2009 (ARRA)

DVRPC Executive Director Barry Seymour introduced this action by thanking the members of the Board, their staffs and DVRPC staff for working so hard over a very short time-frame to identify the list of candidate projects. The primary goal of ARRA is to identify those eligible projects that can advance quickly in order to inject money into the local economy, while improving our regional transportation system.

Ms. Schoonmaker explained to the Board that DVRPC has been working closely with member governments, transit operators, and the counties to develop lists of potentially eligible candidates to amend the FY2009 TIP for Pennsylvania and New Jersey to add a number of new projects and/or advance existing projects, utilizing funds to be made available by the federal American Recovery and Reinvestment Act (ARRA). Very tight time frames for obligating federal funds are required. The proposed lists of the candidates deemed most eligible for the proposed funding were distributed to the Board.

Financial constraint will be maintained as these projects will use new federal American Recovery and Reinvestment Act funds made available to the region.

Ms. Schoonmaker commented that the ARRA will provide over \$668 million in transportation funding for the DVRPC region. Ms. Schoonmaker then guided the Board through the eight separate lists which consisted of candidate projects with estimated funding requests submitted from SEPTA, PennDOT – District 6, Interstate; Pennsylvania – Local; New Jersey Transit; NJDOT – State; New Jersey – Local; DRPA/PATCO; Pottstown Area Urban Transit; and Eastern Federal Lands.

In addition to the projects distributed to the Board, Mr. Seymour noted that an additional project in Bucks County, as identified a few days ago by the Bucks County Planning Commission, would be included for funding by adjusting the regionwide contract for ADA ramps. Lynn Bush, Bucks County, commented that she initially believed that only projects already on the TIP would be eligible as candidate projects, which is why additional Bucks County projects were not submitted earlier.

Pennsylvania State Representative Steven Santarsiero thanked the Board for including this project in his district.

Mr. Seymour added that there is also additional funding for other opportunities in the fields of energy, water and sewer, economic development, airports, and rail freight improvements. DVRPC will continue working with the member governments to identify opportunities for the region.

Rina Cutler, City of Philadelphia, Lynn Bush, Bucks County, Commissioner Joseph Hoeffel, Montgomery County, and Joanne Denworth, Pennsylvania Governor's Policy Office all expressed their disappointment that the candidate projects did not include more local projects. If additional funding is allotted in the future, it is hoped that a larger share will be directed to more local projects.

James Ritzman, PennDOT, commented that the goal was to examine projects already on the TIP which are "ready to go" and these projects will need to be submitted very quickly so the funds are not lost. Also, existing federal formulas and rules did not make some locally-identified projects eligible.

Carol Aichele, Chester County Commissioner and DVRPC Board Chair, noted that while the list of candidate projects may not include the significant regional projects that some hoped for, it is a significant advancement of important projects to maintain and improve our regional transportation system. She also called on DVRPC and the operating agencies to provide full information to the public about the projects and their status, and to be sure that all required deadlines are met.

This action did not go the PCC/RTC or the RCC because the final list of candidate projects was not available at the time of those meetings.

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

MOTION by Mr. Hoeffel, seconded by Ms. Lewis, that the Board approve the final list of projects presented on February 26, 2009, and amend the FY2009 TIP for Pennsylvania and New Jersey to reflect the new projects and/or project advances, utilizing the funds made available under the American Recovery and Reinvestment Act.

4. Adoption of the Conformity Finding Reaffirmation of the DVRPC FY 2009 Pennsylvania and New Jersey Transportation Improvement Programs (TIPs) and the *Destination 2030* Long Range Plan (LRP)

Sean Greene, DVRPC Senior Transportation Planner, explained to the Board that transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitment for meeting air quality goals.

DVRPC has performed a regional emissions analysis to determine transportation conformity of the FY 2009 Pennsylvania and New Jersey TIPs and the *Destination 2030* LRP.

In June 2008, the DVRPC Board adopted the conformity finding of the FY 2009 Pennsylvania TIP, FY 2009 New Jersey TIP, and the *Destination 2030* Long Range Plan (Resolution # B-FY08-008). This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties);
- PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area); and,
- PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area).

WILMAPCO is currently conducting a new conformity determination for their FY 2010-2013 TIP. Since New Castle County is included in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, DVRPC must reaffirm its previous conformity determination to support WILMAPCO's conformity determination for their TIP.

DVRPC held a public comment period from January 20, 2009 to February 21, 2009. No comments were received regarding the draft conformity finding.

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

MOTION by Mr. Kuhn, seconded by Mr. Mandelbaum, that the Board adopt the reaffirmation of the conformity finding of the FY 2009 Pennsylvania and New Jersey TIPs and the *Destination 2030* LRP by adopting Resolution B-FY09-004 (copy attached).

5. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported on the activities of the RCC Meeting of February 17, 2009.

Mr. Strumpfer reported that the RCC heard three staff presentations: *Regional Greenhouse Gas Emissions Inventory*, presented by Rob Graff; *The Automobile At Rest: Toward Better Parking Policies in the Delaware Valley*, presented by Karin Morris; and *DVRPC Long-Range Vision For Transit*, presented by Greg Krykewycz. During the RCC's Action Task Force Meeting, DVRPC staff provided an update on the Economic Recovery legislation.

6. Using Technology to Support Effective Infrastructure Decision Making

Anthony Bartolomeo, Pennoni Associates, introduced to the Board an initiative which Pennoni Associates, in partnership with Drexel University and Rutgers University, has taken for smart technology to support effective infrastructure and identify opportunities for infrastructure asset management. The asset management framework provides Delaware Valley residents, commuters, and visitors with safe, accessible, and affordable bridges, roads, transit and facilities. Also, this smart technology will assist in prioritizing the spending of capital dollars and operation and maintenance dollars. Mr. Bartolomeo then introduced David Lowdermilk of Pennoni Associates.

Mr. Lowdermilk showed slides which depicted several deficient bridges and explained Pennoni's monitoring system. Mr. Lowdermilk then introduced Emin Aktan from Drexel University.

Mr. Aktan explained to the Board the development of a new technology to deal with aging infrastructure and bridges. Mr. Aktan then introduced Carl Rascoe from Rutgers University.

Mr. Rascoe explained to the Board the sensing devices, seismic/ultrasonic methods, which can now be used to identify erosion problems and changes on bridges before deterioration begins.

7. Climate Change – Strategies and Legislation for Reducing Transportation Green House Gases

Cynthia J. Burbank, Parsons Brinckerhoff, presented to the Board the effects of climate change in our country. The presentation depicted the risks, targets, state plans, MPO climate change activities, American Association of State Highway and Transportation Officials (AASHTO) recommendations, federal actions, transportation greenhouse gas reductions, and all aspects of the vehicles and fuels role.

Ms. Burbank concluded that many strategies are needed to reduce transport greenhouse gases: (1) develop/deploy carbon-neutral vehicle technology world-wide; (2) adopt pricing measures to reward conservation and tech innovation; (3) maximize energy efficiency of current vehicles; (4) push "eco driving" and system/speed management; (5) adopt more efficient land use; (6) support carpools and vanpools, biking, walking, transit use, trip chaining, telecommuting; and (7) adopt low carbon, energy-conserving strategies in construction, maintenance and agency operations.

8. Executive Director's Report

a. Supplemental Projects Status memorandum for Congestion management Process (CMP)

Donald Shanis, DVRPC Deputy Executive Director called the Board's attention to the DVRPC *2009 Congestion Management Process Supplemental Projects Status Memorandum* (distributed to the Board). All of the projects in the current report were found to have satisfactory supplemental CMP commitments or to have made efforts to add commitments appropriate to the scale and nature of the project.

b. Freight Partnership Meeting

Mr. Seymour announced that on March 10-13 a National Freight Partnership Meeting will be held in Philadelphia at the Double Tree Hotel.

c. Philadelphia Sustainability Awards

Mr. Seymour reported that DVRPC will be a sponsor for the Philadelphia Sustainability Awards scheduled for March 2, 2009 at the Philadelphia Flower Show.

d. National Association of Regional Councils (NARC) Conference

Mr. Seymour reported that he attended the NARC Conference, where there was a major focus on regional activities to support the federal stimulus bill.

e. DVRPC Annual Dinner

Mr. Seymour announced that the DVRPC Annual Dinner is scheduled for May 14, 2009 and urged all Board Members and Alternates to mark their calendars for this event.

Mr. Seymour called the Board's attention to the U.S. Department of Transportation Federal Highway Administration's report entitled: *Keeping the Noise Down – Highway Traffic Noise Barriers* (distributed to the Board).

Mr. Seymour also reported that DVRPC staff participated with a studio at the University of Pennsylvania which took a four-state watershed approach to climate change impacts and responses in the Delaware River Basin. Copies of the report were available for the Board.

9. Committee Reports

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Regional Safety Task Force; (3) Land Use Transportation and Economic Development Committee; and (4) Land Use and Housing Committee.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

Joseph Neal, Esq., New Jersey Governor's Appointee, requested that Mr. Seymour keep the Board and alternates abreast of the progress of the ARRA.

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

Attachments:

- (1) Resolution No. B-FY09-004
- (2) PCC/RTC Recommendations to the Board for February 26, 2009
- (3) RCC Recommendations to the Board for February 26, 2009

Additional Documents Distributed to the Board:

- (1) Alert, January, 2009
- (2) TravelSmart, January, 2009

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.