



innovative responsive resourceful **DVRPC** collaborative supportive



FY 2002 **Annual Report** and Year 2003 Calendar

DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth. We will do so by providing **technical assistance** and services; conducting **high priority studies** that respond to the requests and demands of member states and local governments; **fostering cooperation** among various constituencies to forge a consensus on diverse regional issues; determining and **meeting the needs** of the private sector; and continuing **public outreach** efforts that promote two-way communication and **enhance public awareness** of regional issues and of DVRPC.



The Commission

Established in 1965, the Delaware Valley Regional Planning Commission (DVRPC) provides comprehensive, coordinated planning for the orderly growth and development of the bi-state region.

As an interstate, intercounty and intercity agency, DVRPC advises on regional policy and capital funding issues concerning transportation, economic development, the environment and land use. To satisfy the broadest constituency, we foster cooperation among member governments and agencies, private sector organizations, and the public. We also work closely with a host of agencies, including state departments of transportation, community affairs and environmental protection, the federal government, and regional transportation providers. No matter who we're serving, DVRPC is dedicated to delivering critical data and consulting services that will enhance the planning efforts for our nine-county metropolitan region.

DVRPC is governed by an 18-member Board which establishes regional policy, defines committee duties and adopts the annual work program. A 10-member Executive Committee oversees general operations and fiscal matters. Our planning and service functions are split among the Office of the Executive Director, Office of Public Affairs and three divisions: Transportation Planning, Regional Planning and Administration.

Financial support for the organization's diverse activities comes from federal, state, county, city, operating agencies, and private sector funds.

The Region

- ⊕ Sixth largest metropolitan area in the nation
- ⊕ Approximately 4,000 square miles
- ⊕ Home to over 5 million residents and 2.8 million jobs
- ⊕ Comprised of nine counties:

Pennsylvania

- Bucks**
- Chester**
- Delaware**
- Montgomery**
- Philadelphia**

New Jersey

- Burlington**
- Camden**
- Gloucester**
- Mercer**

- ⊕ Offers a diversity of educational and business opportunities
- ⊕ Five dozen four-year colleges and universities
- ⊕ More than 25 medical schools and teaching hospitals comprising the famous Medical Mile
- ⊕ Headquarters to 15 Fortune 500 companies
- ⊕ Safest of the ten large metropolitan areas in the US
- ⊕ Vibrant tourism, cultural, and entertainment industries: Independence Mall, Avenue of the Arts, Camden Waterfront, First Union Center

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A Message from the Executive Director and Board Chair

Did September 11 change everything ... or nothing? Do we feel more secure ... or more fearful? Are we giving into the enemy by altering the way we live or denying the risks by going on as usual?

These are just some of the questions that have faced us as we've moved further away from that day in 2001 that marked us forever in so many ways. We've learned a great deal in the past year—about who we are under pressure, about what our economy can and cannot endure, about the need for balance between freedom and security. And, we've learned that we're vulnerable. It is this last lesson that has given so many of us pause in the last twelve months.

Whether we are traveling to work on the Schuylkill Expressway or thinking about our children at school, we want to know that we are all safe. We also want to know that someone is watching out for our interests and will step in to take charge in a crisis.

At DVRPC, we believe that security is a right that must be protected. We, therefore, took the opportunity in the months following September 11 to assess the Delaware Valley's response to natural and manmade threats and found that coordination and cooperation is alive and well.

The Commission partnered with Drexel University, the University of Pittsburgh and Public Technology, Inc. to form the Delaware Valley Risk Management Consortium (DVRMC). Other organizations participating in the Consortium included the City of Philadelphia, the Pennsylvania Department of Transportation (PennDOT), the Pennsylvania Emergency Management Agency (PEMA), the Federal Emergency Management Agency (FEMA), the Delaware River Port Authority (DRPA), the Southeastern Pennsylvania Public Transportation Authority (SEPTA), the Pennsylvania State Police, local fire and police departments, American Red Cross and officials from individual county agencies. Effective coordination of transportation, information and other resources between jurisdictions and organizations is vital to developing a dynamic emergency response for the Delaware Valley.



JOHN J. COSCIA
Executive Director



JERALD R. CURETON, ESQ.
Board Chair

Our goal was and is to reduce the vulnerability of our region to disaster by bringing together key transportation and emergency response organizations in order to familiarize them with the various roles that each plays in emergency management. How have we fared? That answer lies ahead as we face each new day—hopefully with the assurance that we have changed ... for the better. □

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DVRPC has always been the leader in **shaping a comprehensive vision** for the future of the Delaware Valley. Last year, the Board adopted Horizons, the Year 2025 Long-Range Plan for the region. The Plan provides direction for the region's leaders as they make decisions regarding transportation, land use and the environment. Since Horizon's adoption, DVRPC has continued to adjust the Plan, recognizing that the region changes over time. In June 2002, the Board adopted a new, modified long-range plan.

The newest edition of *Horizons* reflects a number of changes that have occurred over the past year, including additional public input from five workshops held throughout the region. These workshops were an opportunity for citizens, elected officials and agency representatives, many of whom provided input in the initial phases of *Horizons*, to review the progress of the Plan and to discuss key implementation issues. The new Plan also includes the Transportation and Community Development Initiative (TCDI) as another means of implementation; inclusion of new long-range population forecasts and air quality analysis; new policies stemming from increased national security needs after September 11; and amendments to transportation projects and studies.

Horizons ensures that sufficient planning for open space and improvements to travel corridors remain a priority. Land use initiatives include revitalization of existing developed areas, managing growth around existing transit to encourage transit use and control sprawl, and preservation of farmlands and open space. These land use goals tie directly to the Plan's approach to transportation. The *Horizons* Transportation Plan focuses on rebuilding and modernizing the existing highway and transit system. The Plan emphasizes improved highway and transit facilities, goods movement, aviation, and bicycle and pedestrian improvements. It also serves as a tool to help planners prioritize projects in accordance with the region's vision for a desirable future. □

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DVRPC believes that effective public involvement is a dynamic and ongoing process that is essential to meeting the future needs of all citizens in the Delaware Valley. We assert that good government cannot be achieved without the consideration, cooperation and consent of citizens throughout this region. We respect and promote the rich diversity that exists throughout this region. And further, we encourage opportunities to involve many and various audiences. The Commission commits to promote and sustain a responsive public participation program that supports citizen involvement and timely response at all levels of planning.

— Excerpted from DVRPC's Public Participation Plan: 9-A Strategy for Citizen Involvement

DVRPC has **actively engaged the public** in the planning process since the 1970s. Now, as in the past, the Commission goes far beyond the minimal standards set by government. Adopting the **Public Participation Plan** during FY 2002, the agency declared its intent to outline an overall strategy for public participation. That strategy includes a number of opportunities for involvement.

DVRPC offers the public the chance to become involved regularly through the Regional Citizens Committee (RCC), an active group of more than 80 individuals who meet monthly to make recommendations on environmental, transportation and land use issues. Public meetings and notices also provide information to those who take the time to play a role in the planning process.

As part of a federal mandate to make Environmental Justice part of its mission, DVRPC is regionally mapping demographically based indicators of disadvantage and quality of life factors, and then comparing them to the locations of projects in DVRPC's Year 2025 Long-Range Plan and the Transportation Improvement Program. In Fiscal Year 2002, DVRPC refined its regional evaluation methodology, adding new factors and updating demographic information and indicators based on the release of additional 2000 Census results.

The Commission has also established an Environmental Justice Technical Committee comprised of various transportation and environmental agencies that are responsible for reviewing staff technical work. DVRPC also formed an Environmental Justice Public Involvement Task Force, a focus group representing minority, low-income, disabled, government, economic, senior, religious, housing, environmental and educational groups. The task force meets quarterly to review the Commission's public involvement process and to help in drafting a protocol for staff and other public agencies that need to deal with environmental justice issues. □

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While the Delaware Valley as a whole **continues to grow**, some communities face ongoing challenges and continue to struggle. Despite a regional increase in population, jobs and income, a number of older townships, boroughs and cities are in decline. DVRPC is committed to redevelopment and revitalization of these areas, and over the past year has instituted programs to aid these communities in their efforts.

To help these neighborhoods fund revitalization projects, DVRPC created a program in Spring 2002 to allow select municipalities to apply for Transportation and Community Development Initiative (TCDI) grants. The grants were designed to support local planning studies that will improve the overall character and quality of life for residents and businesses, enhance the existing transportation infrastructure capabilities, and reduce congestion and improve transportation efficiency. Twenty-six improvement projects throughout the region, ranging from train station improvements to community revitalization to way-finding signs, were funded as a result of the TCDI program.

As an additional aid for older communities, DVRPC sponsored "Building from Strength: Strategies for Older Suburbs and Boroughs" in April. The full-day conference was co-hosted by the Center for Sustainable Communities at Temple University Ambler, and provided a forum for discussion of issues unique to older communities. The day included practical lessons and strategies from national, regional and local experts to reverse trends of declining population and jobs in these areas. The focus was on managing development and controlling sprawl by redirecting growth into existing urban areas. Nearly 300 municipal officials, community organization members, and business people attended the event for the opportunity to share ideas with their peers and gain new insight into challenges of older suburbs. □

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DVRPC strives to **protect** the region's natural resources

for future generations of Delaware Valley residents. Working closely with local governments and community organizations, DVRPC planners are developing strategies to preserve air and water quality in the region.

As the designated Water Quality Planning Agency for Burlington, Camden and Gloucester Counties, DVRPC interacts with New Jersey's Tri-County Water Quality Board. This Board, comprised of representatives from each of the three counties, as well as the City of Camden, tackles the complex environmental issues that result in cleaner water. The primary responsibility of the Tri-County Board is to maintain the Tri-County Water Quality Management Plan through review and recommendation of plan amendments. The events of the past year resulted in several urgent water concerns, including water conservation in the face of drought conditions and the conclusion of proposal changes to water quality management, watershed planning rules, and a variety of state and federal initiatives.

In addition, DVRPC led the planning for two water management areas in New Jersey: the Lower Delaware Tributaries (WMA18), and Crosswicks Creek (WMA 20). Over the past two years, efforts have focused on characterizing the watersheds' natural and built environments, and assessing how conditions impact water quality and ecological health. DVRPC also led an extensive public involvement process to identify problems at the grassroots level and to develop consensus on potential solutions.

DVRPC also works to improve regional air quality through initiatives such as Ozone Action. During the summer, when ground-level ozone levels are the highest, the Ozone Action program notifies the public about forecasted high ozone days. The program encourages citizens to take simple preventive measures to reduce ozone-forming pollutants, like using public transportation or carpooling to get to work. Reducing emissions on forecasted high ozone days can prevent ozone from reaching dangerous levels, which allows everyone to breathe easier. The program operates under the leadership of the Ozone Action Partnership, a coalition of more than 150 businesses, governments and environmental groups.

Finally, DVRPC meets requirements of the Clean Air Act by demonstrating that its long-range plan (Horizons 2025) and Transportation Improvement Program (TIP) will not lead to lower air quality. During FY 2002, such conformity demonstrations were completed for Horizons and the FY 2003 TIP. □

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DVRPC, in close cooperation

with its member counties and transit operators and the Pennsylvania and New Jersey Departments of Transportation, prioritizes a list of transportation projects to receive federal and state funding. This list, called the Transportation Improvement Program or TIP, is required for the allocation of federal dollars to projects throughout the Delaware Valley. In FY 2002, the DVRPC Board adopted a new TIP totaling more than \$4.5 billion for projects in the Pennsylvania and New Jersey portions of the region.

The three year DVRPC FY 2003 TIP for New Jersey (FY 2003-2005) averages well over \$300 million each year for nearly 200 projects planned in Burlington, Camden, Gloucester and Mercer Counties. Funded projects include:

- ✦ **New connector ramp between I-295 and the Route 42 Freeway**
- ✦ **Collingswood and Berlin Circle improvements**
- ✦ **Pavement rehabilitation along eight miles of I-295**
- ✦ **Intersection and roadway improvements along Route 47**
- ✦ **Bike and safety improvements along Route 29**
- ✦ **Construction of the Camden-Trenton Light Rail Transit Line; and,**
- ✦ **Overhaul of PATCO rail cars by DRPA.**

In addition, the four year DVRPC FY 2003 TIP for Pennsylvania (FY 2003-2006) lists more than 530 projects in the five counties of Bucks, Chester, Delaware, Montgomery and Philadelphia. The PA TIP averages \$875 million a year for a variety of projects to improve the entire transportation system, such as:

- ✦ **Intelligent Transportation Systems (ITS) on I-476**
- ✦ **Restoration and reconstruction of sections of I-95, Route 1 and PA 309**
- ✦ **Interchange and roadway improvements to sections of Routes 202 and 322**
- ✦ **Repair and/or replacement of over 170 bridges**
- ✦ **Pedestrian streetscape improvements at 30th Street Station**
- ✦ **Reconstruction of the Market Street Elevated; and,**
- ✦ **Construction of the Frankford Transportation Center**

Throughout the process of drafting the FY 2003 TIP, DVRPC sought input from the public to help prioritize projects. A joint meeting was held with the Pennsylvania State Transportation Commission to gather public input on transportation needs in the five county area and a broad outreach effort has been underway with our New Jersey counties to identify needs in that four county area. To further facilitate public involvement, DVRPC conducted three open house meetings around the region to allow community members to pose questions and voice their opinions about the Draft TIP. During the 30-day public comment period, approximately 100 individuals or agencies offered suggestions for the TIP. The result was a finalized FY 2003 TIP that was a true collaboration between DVRPC, each state's Department of Transportation, and the community, with projects that will ease congestion, improve mobility and enhance quality of life across the region. □

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DVRPC aims to **preserve the unique characteristics**

that make the Delaware Valley an outstanding place to live and work. To that end, the Commission coordinates two competitive grant programs to fund activities designed to enhance the quality of life in the region.

As part of an ongoing effort to promote community character, DVRPC allocates federal funding for “non-traditional” projects designed to enhance the transportation experience. These Transportation Enhancement (TE) projects are chosen through a competitive application process in each state. Typical TE projects include bicycle and pedestrian trails, restoration of historic train stations, downtown streetscape improvements, roadside beautification and preservation of scenic vistas.

The basic procedure for selecting projects is the same in both Pennsylvania and New Jersey. Applications are accepted for transportation-based projects that demonstrate a strong benefit to the area, have community support, and are near readiness for construction. In both states, a committee reviews the applications and makes recommendations for the final list of projects to receive federal funding. In Pennsylvania, the DVRPC Board chooses the final projects for funding, while in New Jersey the NJ DOT Commissioner and the Governor make the final selection. Over 30 TE projects were funded in FY 2002, ranging from restoration of a lock on the Delaware River to improved pedestrian walkways along Pennsylvania Avenue in Philadelphia.

Another way that DVRPC works to improve the region is through the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. CMAQ is an opportunity for organizations to vie for funding for projects that will reduce harmful vehicle emissions and help the region achieve national air quality standards. DVRPC reviews and ranks applications based on their emissions reduction potential and their contribution to the public good. Final project selection is made by the DVRPC Board.

DVRPC conducted CMAQ competitions in 1994 and 1999, and is preparing for a third round in the coming year. Although the CMAQ program has traditionally included only the Pennsylvania counties in the region, the upcoming round of competition will allow entities from both states to compete for a share of over \$12 million in federal funds. A wide variety of projects are eligible—including new transit projects, fringe parking facilities, alternative fuel programs, bicycle and pedestrian projects, rideshare programs, and traffic flow improvements—provided they meet the standards of emissions reduction and are for the public good. □

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Sometimes **getting to work** can be the hardest part of the workday. DVRPC recognizes the challenges of commuting and has programs in place to make the ride to work easier, less stressful and less expensive. In turn, these solutions reduce traffic congestion and improve air quality for the entire region.

In September 2001, DVRPC's TransitChek® program celebrated its 10th year with a birthday cake and festivities at Market East Station in Philadelphia and at Amtrak's Wilmington Station in Delaware. TransitChek was launched in 1991 as the region's commuter benefit program, rewarding employees and their employers with tax breaks for using public transportation for their commute to work. In the program's ten years of existence, commuters have used over half a million TransitCheks worth more than \$52 million to cut their commuting costs. Over 580 employers in the region now offer this benefit, and all major transit systems in the region accept TransitCheks.

For workers looking for a better way to get to work, the Mobility Alternatives Program (MAP) provides information on all commuting options, from public transportation to ride-sharing to flextime. Additionally, DVRPC jointly sponsors a Share-A-Ride program with PennDOT that matches interested commuters for car and van pools. These solutions not only make the commute to work easier for employees, they also reduce congestion during peak drive times.

DVRPC also strives to ease the ride to work for area residents with more complicated commuting situations. The Federal Transit Administration's (FTA) Job Access and Reverse Commute (JARC) grant program funds transportation services and activities that facilitate access to jobs for low-income workers, as well as reverse commute trips for the general population. DVRPC's role in the JARC initiative is to develop and maintain a job access and regional reverse commute plan, as well as to evaluate applicant proposals and recommend project priorities. In FY 2002, the Southeastern Pennsylvania Transportation Authority (SEPTA) received a \$6 million earmark. In addition to their own projects, SEPTA shared a portion with the following recipients: Bucks County TMA, the Partnership TMA, Greater Valley Forge TMA, Impact Services, and the TMA of Chester County. New Jersey received a \$3 million statewide earmark for FY 2002 and Burlington, Camden, Gloucester and Mercer counties applied to receive a portion.□

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The rapid development of some Philadelphia suburbs has necessitated **new traffic patterns and transportation options**.

DVRPC recognizes that transportation and land use are integrally connected, and has completed several land use studies in an effort to offer workable solutions for congestion, while promoting greater transit use in the region.

Last year, DVRPC released recommendations for the Route 202, Section 100 corridor, which runs from West Chester to the Delaware State line, covering eight municipalities in two counties. DVRPC planners have also recently completed a study of the Route 322 corridor in Delaware County. By bringing together county planners, PennDOT, SEPTA and local governments, DVRPC helped to facilitate an environment of collaboration and involvement for these two projects. DVRPC also coordinated efforts with PennDOT to address environmental impacts, and facilitated meetings between PennDOT, local governments and citizens to address questions and concerns. A unique feature of these studies, as well as the transit study described below, was the use of illustrations and renderings of planning concepts by DVRPC's urban design consultants.

The primary goal of these studies was to seek municipal action and coordination on land use policies and access management strategies to help reduce future congestion in the corridors, and to encourage more compact land use patterns, consistent with the Horizons Year 2025 plan for the region. Though the studies address future highway expansions, they also recommend land use strategies that promote increased use of public transit, and concentrate development in areas surrounding transit stations.

And in Burlington County, New Jersey, another recently completed study recommends similar transit-oriented development along New Jersey Transit's proposed Southern New Jersey Light Rail Transit System. This new light rail line will connect Trenton and Camden, and is expected to open in 2003. DVRPC's study encourages dense, pedestrian-oriented development within close proximity to each transit station, which will not only benefit the host community, but also promote ridership along the rail corridor.

DVRPC planners partnered with Burlington County, New Jersey Transit, and eight station communities to complete this work. Because no two stations are alike, the study considered each community's needs, development character and real estate market conditions to devise a recommended land use plan. As a final component, DVRPC made recommendations for implementing the transit-oriented development plan, including zoning and master plan changes, access improvement and funding resources. □

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Government and community leaders

rely on information supplied by DVRPC to make good decisions for the region.

Over the past year, several significant improvements have been made to the census information and the regional aerial photography that DVRPC provides.

As new data from the 2000 Census becomes available, DVRPC planners make the information accessible to the public through the DVRPC website. New releases over the past year have included two Summary Files, demographic profiles, and population estimates that shed new light on demographic characteristics of the region. Planners selected the most valuable portions of these releases and provided them in accessible formats for use by the Commission, member governments and the public. This work included data bulletins and analytical reports, a website lookup of key characteristics of a newly released Summary File, and website links to demographic, social, economic and housing profiles for all municipalities in the nine county DVRPC region.

DVRPC offers digital aerial photography as another service to the region. During FY 2002, the Year 2000 digital images were made available to the public either in hard copy or on CD-ROM through the map sales department. To further simplify the process, an index map was created and printed showing each "tile" of land for which photography is available, and a page was added to DVRPC's website to provide detailed information regarding the orthophotography project. The webpage is supplemented with an interactive, on-line mapping application that assists the users in locating specific tiles. The digital orthophotography makes these images much more accessible and functional than traditional aerial photos. The imagery is an invaluable information resource in support of DVRPC's planning efforts. □

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Maintaining a strong **aviation system** is vital

to the long-range health of the region. In April 2001, DVRPC published a Regional Airport System Plan (RASP) to the year 2025, designed to address facility demand and necessary capacity and service enhancements over the next 20 years. In the past year, the aviation industry has faced dramatic changes which necessitated amendments to the original RASP.

The terrorist attacks of September 11 created serious security issues for the aviation industry. In June 2002, the DVRPC Board amended the RASP to include increased security measures stemming from the attacks. The amendment reflects national guidelines for more stringent airport security, and addresses the increased funding necessary to meet these guidelines. The Board also adopted several other amendments, including major new projects at Doylestown, Pottstown-Limerick, Trenton-Mercer, and Philadelphia International Airports.

The RASP reflects the challenges facing the region's aviation system, including preservation of privately owned airports and increasing development pressure on suburban airports. The RASP stresses the importance of protecting operations at suburban airports to maintain adequate future aviation storage capacity, as well as addressing crucial capacity issues for the region's major commercial airports, including a drastic expansion of Philadelphia International over the next several years.

Designed as a tool for the region to keep pace with the changing needs of the aviation industry, the RASP and its successful implementation will result in better airport service and less delay, more economic development, increased safety and mobility, and enhanced well-being of the region. □

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committee structure

DVRPC's committees advise the Board on specific regional issues while ensuring that interested parties, including member governments and concerned citizens, have an opportunity to participate in the planning process. Meeting dates appear in the DVRPC newsletter and on our website at www.dvrpc.org. The following committee meetings are open to the general public:

Regional Transportation Committee (RTC)

Advises the Board on issues concerning the long-range and short-range transportation plan, the Transportation Improvement Program, the Transportation Planning Work Program, and other transportation issues.

Gregg Brown, Pennsylvania Department of Transportation, Chairperson

Planning Coordinating Committee (PCC)

Meets jointly with the RTC to review regional plans, programs, and policies as they relate to budget and work program implications.

Gregg Brown, Pennsylvania Department of Transportation, Chairperson

Regional Air Quality Committee (RAQC)

Serves as a regional forum for air quality issues, and as a guide for transportation and air quality activities.

Ron Roggenburk, Acting Chair

Regional Aviation Committee (RAC)

Conducts aviation system planning activities by providing technical and policy guidance to the Federal Aviation Administration, the states, and the DVRPC planning program.

Justin Edwards, Trenton-Mercer Airport, Chairperson

Regional Citizens Committee (RCC)

Provides citizens access to, and participation in, the regional planning and decision-making process. This committee acts as an advisory group to DVRPC's Board.

Patrick Starr, Pennsylvania Environmental Council, Chairperson

Regional Housing Committee

Brings Board members together with state and local housing agencies, non-profit housing providers, and other citizen advocates to review and formulate a regional housing agenda.

Ronald K. Bednar, PA Department of Community and Economic Development, Chairperson

Goods Movement Task Force (GMTF)

Works to maximize goods movement capability by sharing information and technology with public and private freight interests. Also promotes the region's intermodal capabilities and implements a regional goods movement strategy.

Liz Voras, PA Department of Transportation, Chairperson
John J. Coscia, DVRPC, Co-Chairperson

Land Use & Development Committee

Provides a forum for the discussion of land use and related issues and the development of the Year 2025 Plan.

Barry Seymour, Acting Chair

Information Resource Exchange Group (IREG)

Provides a forum for the exchange of ideas and experiences among regional data managers.

Curt Noe, Camden County, Chairperson

TransitChek Policy Committee

Develops the annual budget of the TransitChek program and provides direction on marketing efforts.

Faye Moore, SEPTA, Chairperson

Tri-County Water Quality Management Board

Maintains the Tri-County Water Management Plan and coordinates water supply and wastewater treatment plans for Burlington, Camden, and Gloucester Counties.

Robert M. Damminger, Camden County Freeholder, Chairperson

Environmental Justice Technical Advisory Committee

Reviews and comments on technical products prepared by DVRPC related to the development of the Regional Environmental Justice Policy Statement and Implementation Strategy.

Environmental Justice Public Involvement Task Force

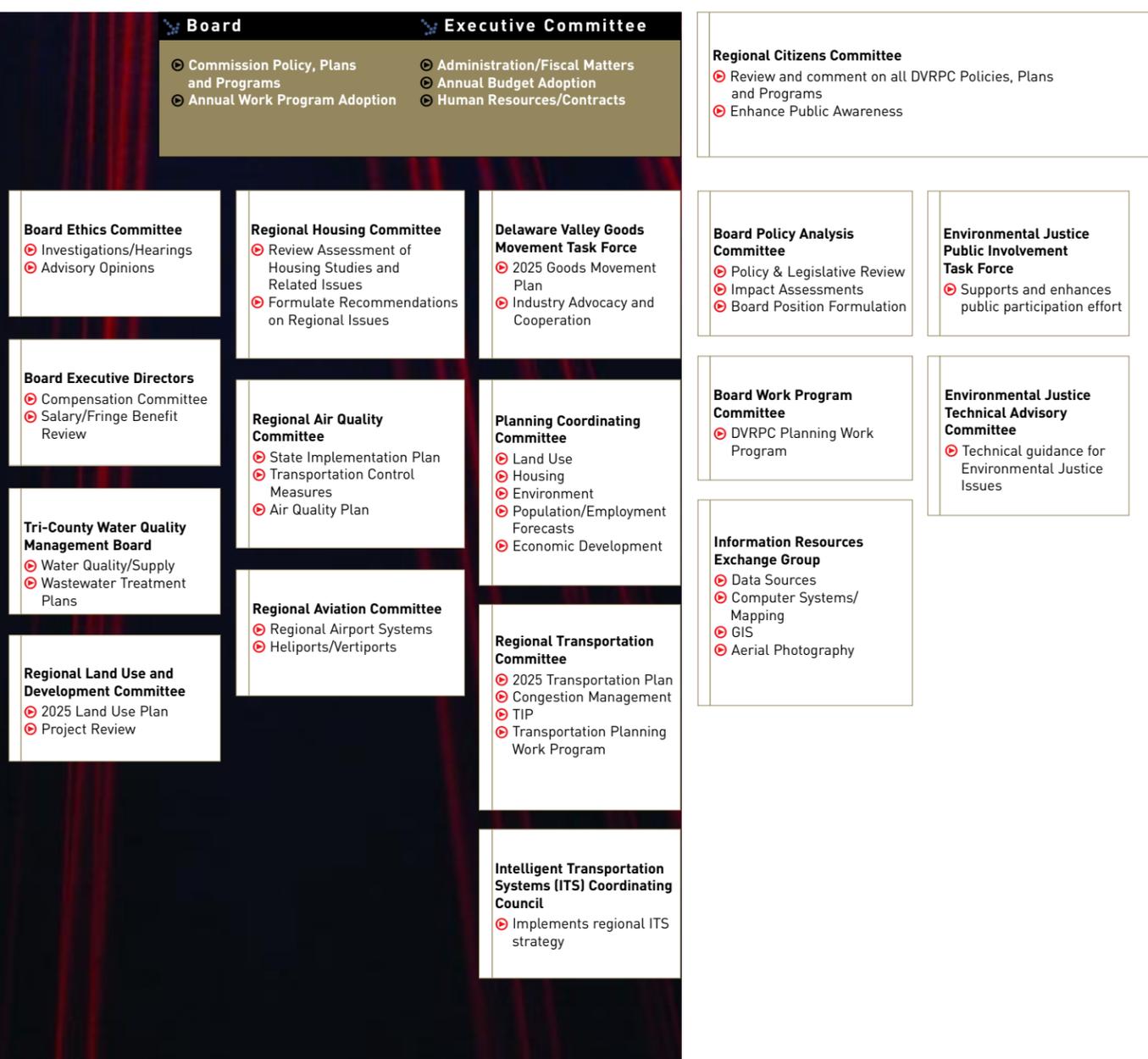
Meets to share and review effective public participation strategies and techniques. Encourages dynamic exchange of information between public and private sector groups

Intelligent Transportation Systems (ITS) Coordinating Council

Establishes policies and promotes interagency cooperation for the regional implementation of Intelligent Transportation Systems

Liz Voras, PA Department of Transportation, Co-Chairperson,
John J. Coscia, DVRPC, Co-Chairperson

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dvrpc FY 2002 revenue by source

	Highway Planning	Public Transit	Airport Planning	Non-Participating	Misc. Receipts	Other Programs	TOTALS
USDOT / PENNDOT	\$2,961,668	\$1,471,833	\$6,000	\$0	\$0	\$1,683,605	\$6,123,106
USDOT / NJDOT	\$1,910,000	\$534,388	\$0	\$0	\$0	\$1,426,000	\$3,870,388
USDOT / FAA	\$0	\$0	\$219,539	\$0	\$0	\$0	\$219,539
LOCAL	\$445,776	\$309,143	\$27,450	\$194,482	\$0	\$411,476	\$1,388,327
MISCELLANEOUS	\$0	\$0	\$10,995	\$0	\$204,884	\$2,540,495	\$2,756,374
TOTALS	\$5,317,444	\$2,315,364	\$263,984	\$194,482	\$204,884	\$6,061,576	\$14,357,734

dvrpc FY 2002 expenditures

	Highway Planning	Public Transit	Airport Planning	Non-Participating	Misc. Receipts	Other Programs	TOTALS
Salaries / Wages / Benefits	\$1,938,973	\$790,356	\$174,070	\$24,351	\$43,496	\$2,281,908	\$5,253,154
Contractual Services	\$766,261	\$256,410	\$12,300	\$158,470	\$141,782	\$725,604	\$2,060,827
Equipment Purchases	\$47,725	\$19,454	\$0	\$27,700	\$0	\$34,211	\$129,090
Subcontracts	\$1,693,295	\$894,032	\$0	\$0	\$0	\$1,992,779	\$4,580,106
Indirect Costs	\$871,190	\$355,112	\$77,614	\$10,906	\$19,606	\$1,027,074	\$2,361,502
Program Overruns	\$0	\$0	\$0	\$-26,945	\$0	\$0	\$-26,945
TOTALS	\$5,317,444	\$2,315,364	\$263,984	\$194,482	\$204,884	\$6,061,576	\$14,357,734

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Cureton, Caplan

Carol Ann Thomas
Principal Transportation Planner

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of Planning

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* Members marked with an asterisk indicate members of the Executive Committee.

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