

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
APRIL 18, 2006**

APPROVAL OF MINUTES:

The minutes of the March 14, 2006 RCC meeting were approved as mailed. Warren Strumpfer, RCC Chair, thanked Elizabeth Schoonmaker, DVRPC TIP Manager, for the additional information she provided in the minutes regarding the Germantown Ave. Reconstruction project.

CHAIRMAN'S REPORT:

Mt. Strumpfer reviewed the Board actions taken in March, noting Catharine Franklin's comments at the Board meeting regarding the Germantown Ave. project, and the Board's remarks in response. He stated that the Board agreed with the RCC's request to add a representative to the Southeastern Pennsylvania Regional Transportation, Land Use and Economic Development Integration Strategy and Action Plan project. Regional Planning has been notified that Dennis Winters will serve as this representative with Lorraine Brill as his alternate.

Mr. Strumpfer also reviewed the Response Chart which showed that PennDOT has not responded to the RCC recommendation re: TIP Action PA05-62. The chart did show the PA Turnpike Commission's comments regarding the RCC's resolution on Phase II I-95 / PA Turnpike Interchange (Bucks County). The committee members discussed the feasibility of submitting their comments at an appropriate future time, and of including New Jersey in the recommendation. Brian Cuccia, NJDOT representative attending the meeting, noted that this proposed project is entirely on the Pennsylvania side of the Delaware River. Dennis Winters pointed out that comments are officially on the Environmental Impact Statement (EIS) record and the EIS refers to the bridge project. Candace Snyder, Public Affairs Director, stated that she will keep the Interchange recommendation on the chart as a reminder that it needs to be resubmitted at a future date.

RTC REPORT:

John Boyle, reported on the *Taming Traffic* presentation at the RTC meeting. This same presentation is slated for the May RCC meeting. The committee discussed the RTC's PA/NJ Subcommittee meetings and the need for an RCC representative to attend.

PRESENTATION: NJ TRANSIT FY 2007 CAPITAL PROGRAM:

Jerome Lutin, Ph.D, P.E., A.I.C.P., Senior Director of Statewide and Regional Planning, Capital Planning, NJ Transit, began his presentation by outlining the capital program's priorities and the budget of \$1.310 billion. These priorities include meeting safety requirements, ensuring the reliability of the system, addressing capacity demands, using technology to improve business practices, and investing in system expansion. He then reviewed NJ Transit's capital investment strategy, sources of funding, the distribution of funds, and funded projects in the DVRPC region. Some of the major projects in the region have included the Trenton Station (\$74 million); the Hamilton Parking Deck (\$26 million); the Bus Rapid Transit Alternatives Analysis Study; the River Line; the Morrisville Yard Improvements (\$113 million); and the Multi-Level Car Purchase (\$450 million). Copies of the presentation slides will be sent out in the next RCC mailing.

Discussion: Mr. Strumpfer had emailed Mr. Lutin a number of questions which were addressed next. These included:

Please provide additional location/descriptions for each program that match the funds specific to the MPO. The money has been tailored to the MPO, but the descriptions have not. Many programs show "various" counties & municipalities. It would be more useful and meaningful if the specific MPO counties were listed or "various" meant within the MPO. Statewide numbers & descriptions are interesting, but not relevant to the MPO. Mr. Lutin responded that unless a specific project is done, it is difficult to limit the description of the project to this region only. Many projects (such as a car purchase) are allocated by region when possible, but most descriptions cover the entire state.

Bus Passenger Facilities/Park and Ride- Does this program have money or plans for improvements to the Avondale Bus Passenger Facility? Mr. Lutin stated that there are no current improvements planned but NJ Transit would like to know what needs passengers have,

What bus types are planned for this MPO? Funding has been allotted to rehab 44 NOVA buses.

Please expand on the "rural" aspect of this description. This is Section 5311 funding which only affects Burlington and Gloucester counties.

Please provide examples to initiate or promote transit solutions to reduce congestion and improve air quality in this MPO. Shuttles, vanpool services, and funding to TMAs are included.

Please provide an explanation on the following technology improvements: Passenger Communications (Bus connection information)? Fare collection; Meeting customer needs. No "real time" information will be provided in the near future. Buses will be equipped with new "fare collection" systems. Wireless communication infrastructure is planned within the next three - five years.

Transit Enhancements for mass transportation service. Transit Rail Initiatives – Does this mean NJ Transit and DRPA/PATCO are working together on new service to South Jersey? Yes.

Please explain Casino funding for our MPO. 7.5% of collected funds go to transportation programs; 80% goes to the NJ counties based on a formula of the percentage of the population over the age of 60.

Further RCC discussion focused on "new start" funding; the "design, build, operate" philosophy of completing projects; and the status of diesel 11,000 volt passenger cars.

TIP ACTION PA05-67a: North Delaware Avenue Extension, Lewis to Bridge, Bridesburg (MPMS #46956), Philadelphia:

John Boyle, Transportation Subcommittee Chair, reported that the City of Philadelphia has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a phase to the North Delaware Avenue Extension project (MPMS #46956).

While this project has been under discussion conceptually for several years and is progressing through preliminary engineering, final design was never initiated and the request is to program

\$250,000 (\$200 DEMO/\$50,000 Local match) for final design in FY06 in order to determine the exact alignment. Right of way (\$40,000 DEMO/\$10,000 Local) will also be added to FY06. These new phases combined with a correction in the DEMO funds still available for the project will require \$360,000 STU funds be added to the project budget in the construction phase. The project will extend Delaware Avenue past Lewis Street (near the Betsy Ross Bridge) north to Buckius Street. Note that the limits of the project need to be adjusted from "Lewis to Bridge Street" to "Lewis to Buckius Street." At this time construction is estimated at \$8 million. This project to extend Delaware Avenue past its terminus near the Betsy Ross Bridge has been in a conceptual phase for several years, and has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities including a \$15 million North Delaware River Greenway trail, a joint project with Philadelphia Streets Department, Fairmount Park Commission, and PA Environmental Council. The new road will extend between Lewis street where it currently ends, further north approximately a mile and 1/2 to Buckius Street. The roadway is planned with shoulders for bike use, sidewalks, and will also serve as an alternate route for local truck traffic in order to get that traffic off of narrow Richmond Street.

Discussion: The RCC discussed the fact that the consultant is doing the environmental work as part of the preliminary engineering.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-67a, the City of Philadelphia's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a final design phase (\$200,000 DEMO/\$50,000 local) and utility phase (\$40,000 DEMO/\$10,000 local) to the North Delaware Avenue Extension project. Acknowledge the need to increase the project budget by \$360,000 STU funds to accommodate necessary changes.

MOTION CARRIED. (See Item A on voting record.)

TIP ACTION PA05-67b: I-95: Levick to Bleigh (MPMS #47394), Philadelphia:

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a \$5 million ROW phase (\$4.5 million HWY/\$500,000 state) in FY06, 07, and 08, to the I-95, Levick to Bleigh Street Reconstruction project (MPMS #47394). This project is a potential component of the new statewide Interstate Maintenance Program (IMP). Some of the ROW acquisitions will need to be relocated and the process needs to get underway now so that the project can advance as currently planned for final design in FY07 and construction in FY08. Further, \$2 million for the utility phase (\$1.8 million HWY/\$200,000 State) will be added to FY06 and FY07 to begin coordination with the utility company for the project. This section of the I-95 reconstruction project involves the reconstruction of 8 bridges and 1.2 miles of roadway, reconfiguration of the travel through Princeton Street and Cottman Avenue for a new southbound on-ramp from Cottman Avenue, and a northbound on-ramp from Milnor Street. Construction for this section of the I-95 project is estimated at \$100 million.

Discussion: The RCC discussed whether the underpass would provide waterfront access. John Nawn pointed out that this project will only address the "on-ramps" in a two-mile section that is generally industrial and that currently has no waterfront access. The RCC requested that the Pennsylvania Environmental Council be invited to come in June to update the committee on the

Northern Delaware Riverfront area.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-67b, PennDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a \$5 million right-of-way phase in FY06 (\$900,000 HWY/\$100,000 State), in FY07 (\$1.8 million HWY/\$200,000 state), and FY08 (\$1.8 million HWY/\$200,000 state) to the I-95, Levick to Bleigh Street Reconstruction project (MPMS #47394). Also add a \$2 million utility phase (\$450,000 HWY/\$50,000 State in FY06, and \$1.350 million HWY/\$150,000 in FY07).

MOTION CARRIED. (See Item B on voting record.)

TIP ACTION PA05-67c: Easton Road Bridges Over Deep Run Creek (MPMS #13552), Bucks County:

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the FY06 construction phase of the Easton Road Bridges Over Deep Run Creek project in Bucks County by adding \$6.660 million federal bridge funds to the FY06 construction phase as FY05 construction funds were not authorized, and to accommodate a cost increase. One of the 3 structures will have only the deck replaced and the cost increase is due to the fact that the other 2 now also require replacement of the superstructure, sandblasting and repainting. This project provides for the rehabilitation of three bridge structures in Bedminster Township: over Deep Run Creek; Tohickon Creek; and Creamery Road. Acknowledge Toll credit match for this project.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-67c, PennDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing the FY07 construction phase of the Easton Road Bridges Over Deep Run Creek project in Bucks County by adding \$6.660 million federal bridge funds to the FY06 construction phase. Acknowledge that this project is designated with a 20% Toll Credit Match, and uses 100% federal funds.

MOTION CARRIED. (See Item C on voting record.)

TIP ACTION PA05-67d: Naaman's Creek Road Restoration (MPMS #15485):

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Naaman's Creek Road Restoration project (MPMS #15485). This project was included as a "3R" restoration project in the FY03 TIP, but was programmed with only final design and right of way at the time, and construction is now ready to advance on this section between the Delaware State Line and Beaver Valley Road.

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, and drainage improvements, and this one includes shoulder improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. \$7.5

million for construction will be programmed in FY06 (\$4.5 million HWY/\$1.125 million state) and FY07 (\$1.5 million HWY/\$375,000 state).

Discussion: The committee discussed the fact that shoulders are being added but the width of the shoulders is in question. Elizabeth Schoonmaker, DVRPC TIP Manager, will check on this.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-67d, PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Naaman's Creek Road Restoration project (MPMS #15485), and programming \$7.5 million for construction (\$4.5 million HWY/\$1.125 million state in FY06 and \$1.5 million HWY/\$375,000 state in FY07). The RCC also noted the following: Because of its long, linear connection, this road has the potential to be a major bicycle route, but it is impeded by its current design. Therefore, the RCC requests that bicycle/pedestrian facilities be added to this project.

MOTION CARRIED. (See Item D on voting record.)

TIP ACTION PA05-68: Philadelphia Naval Center Shuttle (MPMS #68069), Philadelphia:

SEPTA has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding FY06 funds to the Navy Yard Shuttle Bus (MPMS #68069). Originally funded through the DVRPC Competitive CMAQ Program, the service was expected to provide 12 months of transit feeder service to the Navy Yard (formerly known as the Naval Business Cenetr) from SEPTA's Broad Street Subway Pattison Avenue Station. Service began on February 24, 2004 and carries average daily ridership of 298 passengers, and has been able to provide over 2 years of service (26 months). SEPTA and PAID - the Philadelphia Authority for Industrial Development, formerly known as PIDC, Philadelphia Industrial Center - request that \$140,000 (\$112,000 CMAQ/\$28,000 local match) be programmed this fiscal year to provide an additional 10 months of service , resulting in a full three years of operating assistance as allowable under the CMAQ program. Since the vehicles have already been purchased, funds are needed for operations only. PAID is working to get full financial support for the service from the private industries in the Navy Yard development to pick up the tab for the shuttle service once this federal funding is expended. The name of the project will be changed to the Navy Yard Shuttle Bus as the Naval Center is now referred to as the Navy Yard.

Discussion: Jim Farny noted the need for a shuttle or ferry service to Red Bank. It was suggested that this should be considered as part of the "Seamless Transportation" project as well.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-68, SEPTA's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding FY06 funds to the Navy Yard Shuttle Bus (MPMS #68069) by programming \$140,000 (\$112,000 CMAQ/\$28,000 local match) for a total of three years of operating assistance.

MOTION CARRIED. (See Item E on voting record.)

TIP ACTION PA05-69: Limekiln Pike/202 Intersection (New Proposed Project, MPMS #76104), Bucks County:

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Limekiln Pike/202 Intersection project (MPMS #76104). This state funded project is one of the off-site improvements related to the Route 202 Parkway project and would be programmed for \$750,000 state funds for preliminary engineering in FY06 (\$300,000), final design in FY07 (\$300,000), and utility and right of way in FY07 (\$150,000). The project will replace the signalized intersection with either a round-about, or removal of the “dog-leg” alignment to eliminate the existing jog where the two roads intersect. The alternative will be selected during the preliminary engineering phase.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-69, PennDOT’s request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new state funded project to the TIP, programming \$300,000 for preliminary engineering in FY06, \$300,000 for final design in FY07, \$50,000 for utilities in FY07, and \$100,000 for right of way in FY07. In addition, the RCC would like to clarify that, in fact, the construction of a round-about will create the need for a new bridge, thereby requiring additional funds.

MOTION CARRIED. (See Item F on voting record.)

TIP ACTION PA05-70: Willow Grove Avenue Over SEPTA R8 (Bridge) (New Proposed Project, MPMS #76870), Philadelphia:

The City of Philadelphia Streets Department has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Willow Grove Avenue Bridge Over SEPTA R8 (MPMS #76870), and programming \$300,000 (\$240,000 federal bridge/\$45,000 state/\$15,000 local) for preliminary engineering in FY06. Final design of \$250,000 and construction totaling \$2.7 million will be programmed in Later Fiscal Years. The bridge was recently closed to pedestrian and vehicular traffic due to advanced deterioration of the structure. \$300,000 for preliminary engineering will commence this fiscal year, with final design and construction estimated at \$3 million (combined) in later fiscal years. The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforced concrete abutments, reconstruction of the roadway approach, and the construction of a new single span stringer bridge, concrete parapets, and an electrification barrier over the SEPTA track.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the DVRPC Board approve TIP Action PA05-70, the City of Philadelphia’s request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Willow Grove Avenue Bridge Over SEPTA R8 (MPMS #76870), and programming \$300,000 (\$240,000 federal bridge/\$45,000 state/\$15,000 local) for preliminary engineering in FY06.

MOTION CARRIED. (See Item G on voting record.)

TIP ACTION PA05-71: PA 422 Reconstruction, PA 29 to Township Line (New Proposed Project, MPMS #51359), Montgomery County:

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the PA 422 Reconstruction project between PA 29 and Township Line. This stretch of roadway is proposed for inclusion and rehabilitation in the PennDOT Pavement Preservation Program, but final design needs to be advanced at this time before the deterioration progresses to a point where the roadway is no longer eligible for the program. PennDOT's request is that \$350,000 for final design be programmed over FY06, FY07, and FY08 for the project. Construction is estimated at \$4 million.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the DVRPC Board approve TIP Action PA05-71, PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a PA 422 Reconstruction project between PA 29 and Township Line (MPMS #51359), programming \$350,000 state funds for final design in FY06, FY07, and FY08. The RCC notes that there should be an opportunity for bicycle and pedestrian access to the roads that intersect this corridor.

MOTION CARRIED. (See Item H on voting record.)

AUTHORIZATION TO OPEN 30-DAY PUBLIC COMMENT PERIOD FOR THE FY2007 TIP AND FOR THE CONFORMITY DETERMINATION OF THE 2030 LONG RANGE PLAN:

Elizabeth Schoonmaker stated that federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. These same laws and regulations require the MPO to have a long range plan and to update that plan periodically as new conditions or policies are determined or to amend that plan to include new components. A 30-day comment period must be conducted prior to a formal action to adopt the TIP or update/amend the plan.

Every other year DVRPC develops a TIP that covers both state portions of the region (the New Jersey portion is done every year). Work began in September 2005 on the development of the FY 2007-2010 TIPs for the New Jersey and Pennsylvania portions of the region. The New Jersey and Pennsylvania Subcommittees of the RTC, under the direction of the DVRPC staff, have been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice. In addition, DVRPC and PennDOT held a joint public meeting last August to gather input for the PA transportation program, while DVRPC conducted outreach through its *NJ Problem Identification and Prioritization* project to gather input for the Study and Development Program portion of the NJ transportation program. DVRPC needs to adopt the 2007 TIP no later than the June Board meeting so that the states can submit their 2007 Statewide Transportation Improvement Programs (STIPs) to the federal agencies for review and approval before the end of the federal fiscal year. The Pennsylvania portion must first be approved by the State Transportation Commission at its

quarterly meeting.

DVRPC has also worked closely with the Transportation Conformity Interagency Consultation Group to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP and the Long Range Plan on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

Staff recommends that the DVRPC Board authorize a 30-day comment period to allow further comment on the draft TIP and Conformity Determination documents by the public and other agencies. The draft documents will be available for public review by May 5th, with the public comment period running through June 4th. An open house has been scheduled for May 23 from 4 - 7 p.m. at DVRPC. Following this 30-day public comment period, staff and the PA and NJ Subcommittees of the RTC will review the comments received and the RTC will prepare recommendations to the Board for adoption of the final TIP and conformity determination.

ACTION TAKEN BY COMMITTEE:

MOTION (by Ajay Creshkoff, seconded by Bob Machler) to recommend that the DVRPC Board authorize staff to open a 30-day public comment period for the purpose of gathering public and agency comments on the draft 2007 Transportation Improvement Program (TIP) for New Jersey and for Pennsylvania (FY2007-2010) and for the Conformity Determination of the TIP and the 2030 Long Range Plan, to issue proper public notification, to publish the draft TIP and Conformity Determination on the Internet, to hold a public meeting, and to disseminate notices to individuals and organizations advising how to review the documents and submit comments.

MOTION CARRIED. (See Item I on voting record.)

FEDERAL TRANSIT ADMINISTRATION REQUEST FOR COMMENTS – FY 2006 INTERIM IMPLEMENTATION GUIDANCE AND PROPOSED FY 2007 IMPLEMENTATION STRATEGIES FOR ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES, JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROGRAMS:

Richard Bickel, DVRPC Deputy Director, Regional Planning, explained that the Transportation Equity Act for the 21st Century (TEA-21) included a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute Grant Program. This program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. TEA-21 has expired and been replaced by the new *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users* (SAFETEA-LU) for Fiscal Years

2006 to 2009, and the JARC program was maintained under FTA administration.

The new Act calls for enhanced planning and coordination between JARC and two additional transportation programs: the Elderly Individuals and Individuals with Disabilities (Section 5310) program and the New Freedom program. To help accomplish enhanced planning and coordination among these programs, SAFETEA-LU also calls for Metropolitan Planning Organizations (MPOs) to prepare a Coordinated Human Services Transportation Plan (CHSTP). (DVRPC will be initiating the planning and outreach process to develop a CHSTP in FY 2007.)

In the March 15, 2006, *Federal Register*, the FTA requested comments on FY 2006 Interim Implementation Guidance for the three programs and proposed Implementation Strategies for FY 2007. Comments were originally due on April 21, 2006, but the comment period was subsequently extended to May 21, 2006. Staff reviewed the information provided by the FTA in the *Federal Register* and also participated in a March 23 public meeting on the proposed guidance (via conference call).

Staff coordinated draft comments on the FTA Guidance with New Jersey Transit and Southeastern Pennsylvania Transportation Authority staff, the designated funding recipients and project administrators of the JARC transportation grant program. Although the comment period has been extended, it falls before the May Board meeting. Thus, staff is proposing Board action on the comments at the April meeting, followed by staff briefings in May to the RTC and RCC, respectively.

Although the proposed comments are generally supportive of the FTA's proposals, there are several significant differences that staff believes the FTA should consider in their final Guidance document.

** The proposed Guidance recommends that MPO's be the designated recipients of JARC and New Freedom funding, rather than retaining the current approach for the JARC program whereby the respective transit agencies are the funding recipients and the MPO conducts the coordinated project selection and funding process. Staff, with the support of NJ Transit and SEPTA, believes the current approach should be retained, while also incorporating the New Freedom program.

** While supporting the development of a Coordinated Human Services Transportation Plan, staff believes the FTA's proposed timeline for completion of the Plan (October 1, 2006) is too short, particularly given the need to deal with new issues, outreach to new agencies and public involvement, as well as agency adjustments to MPO and public transit agency procedures and processes. Instead, it is recommended that the plan due date be extended to April 1, 2007; OR that the FTA accept an interim plan by October 1, 2006, to be followed by a final plan by April 1, 2007.

** Project selection for the Section 5310 program, which addresses elderly and handicapped services, is administered at the State level, while planning for such services is included in the CHSTP at the local level. We are concerned about program implementation given these apparent, split responsibilities.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Ajay Creshkoff) to recommend that the DVRPC Board support the staff's position regarding the FY 2006 Interim Implementation Guidance and Proposed Fiscal Year 2007 Implementation Strategies for Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute and New Freedom Programs, and authorize the Executive Director to submit these comments to the Federal Transit Administration.

MOTION CARRIED. (See Item J on voting record.)

DVRPC WEBSITE ACCESSIBILITY TO ALL CITIZENS:

Kendall Miller, DVRPC Manager, Public Involvement/Title VI and Joseph Fazekas, CIW, AICP, DVRPC Webmaster and Information Exchange Coordinator, updated the RCC on the Commission's efforts to provide DVRPC web information in a number of foreign languages. Ms. Miller provided copies of Executive Order 13166, which addresses Improving Access to Services for Persons with Limited English Proficiency. She also described the localized translations that will be used for core projects and documents and the funding that is being invested in this effort. "World Lingo" has been chosen to provide "on the fly" translations for other elements of the web. Joe Fazekas provided an overview of how the web started and its transition through the years. He outlined DVRPC's goals of promoting the Commission, showcasing successes, reaching our customers, and providing two-way communication. DVRPC's first free website launched in 1994 through Liberty Net. It has progressed through the years to a more standardized format, and we are now looking at a universal translator that will make the site multi-lingual. A mock-up of the planned web page was shown and the RCC will be made aware when the page is live.

SUBCOMMITTEE REPORTS:

Transportation: John Boyle reported that key DVPRC staff met to discuss a method to address the bicycle/pedestrian concerns held by the RCC. John Madera, DVRPC Senior Transportation Planner, presented a number of options and was then directed to create a checklist that will be used to screen all new DVRPC TIP projects for bicycle and pedestrian accessibility issues. Mr. Madera will be informing PENNDOT and NJDOT of this new checklist. Beginning in the Fall of 2006, staff will look at expanding the checklist to include a screening mechanism for safety and ITS options. The subcommittee acknowledges and thanks DVRPC staff's effort in trying to meet the concerns of the RCC but maintains that because the government routinely ignores their multi-modal responsibility, they will continue to monitor projects on an as-needed basis.

Mr. Boyle also reported that the subcommittee will discuss Scudders Falls Bridge and additional bicycle/pedestrian issues in May.

2030: John Pawson stated that his group had discussed an article in the Sunday Inquirer entitled "SEPTA Out of the Loop on Transit Needs" by Randal O'Toole. The 2030 Task Force also reviewed the "Seamless Transportation" project, as reported last month by Dr. Joseph Hacker. The task force strongly believes that this project should be promoting services between New Jersey and Pennsylvania, as well as ferry service. Proposed transit service from westville, NJ to the new Broad Street Subway Extension should also be added to the project.

OTHER BUSINESS:

Ajay Creshkoff stated that he had reviewed the paper distributed last month by Rich Bickel on the Southeastern Pennsylvania Regional Transportation, Land Use and Economic Development Integration Strategy and Action Plan. He feels it should be more comprehensive, and will prepare a draft paper next month for the RCC's review. Again, the RCC expressed their belief that this project should be expanded to include New Jersey.

Candace Snyder reported on the search for a New DVRPC Executive Director as well as the status of the May 4th Annual Celebration of Regional Excellence Dinner.