



TIP

DVRPC FY2005

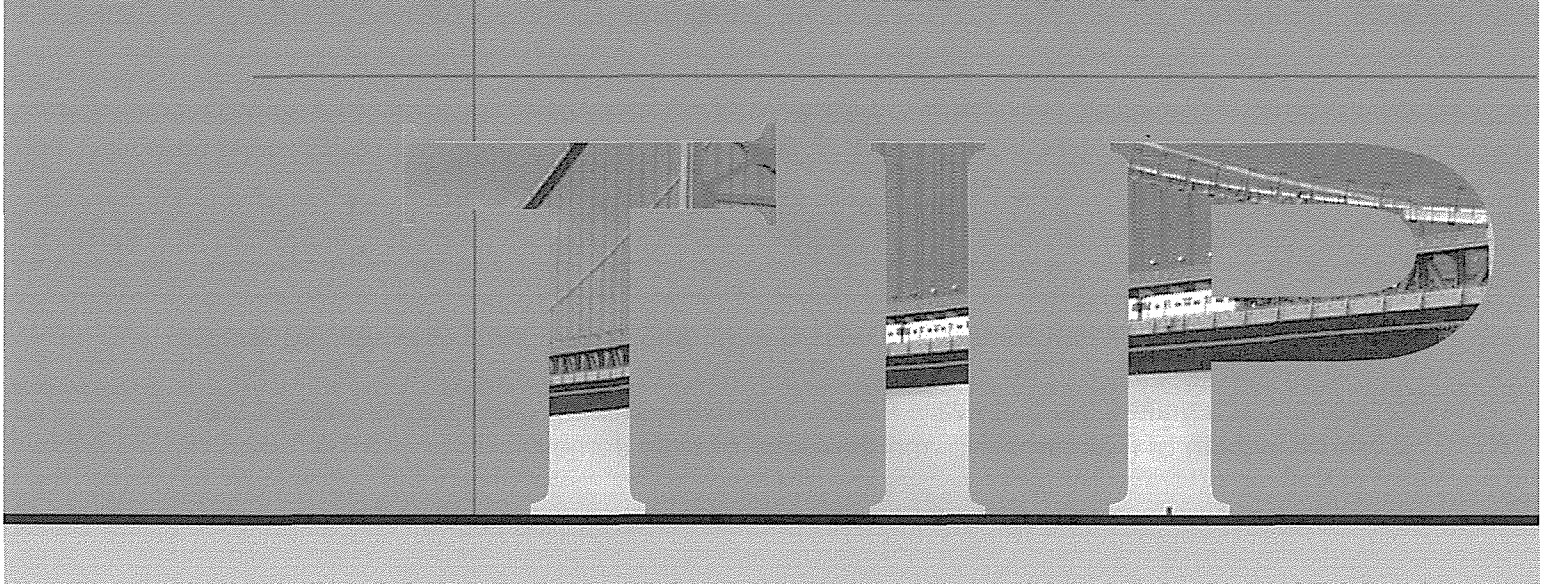
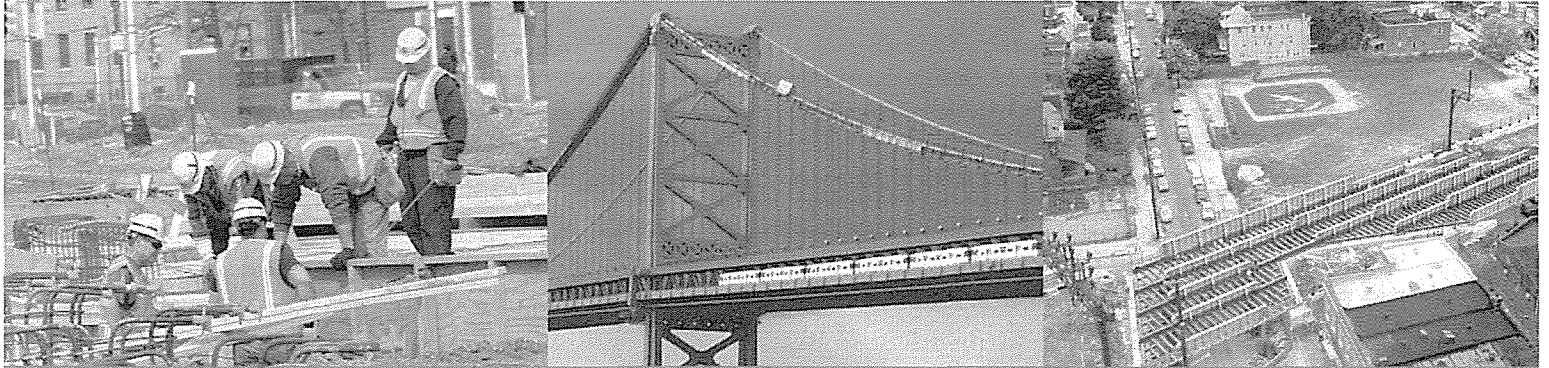
**TRANSPORTATION IMPROVEMENT PROGRAM
FOR NEW JERSEY (FY2005-2007)
AND PENNSYLVANIA (FY2005-2008)**

ADOPTED JUNE 2004

VOLUME IV - PUBLIC COMMENTS



Delaware Valley Regional
Planning Commission



DVRPC FY2005

**TRANSPORTATION IMPROVEMENT PROGRAM
FOR NEW JERSEY (FY2005-2007)
AND PENNSYLVANIA (FY2005-2008)**

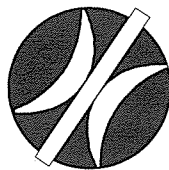
ADOPTED JUNE 2004

VOLUME IV - PUBLIC COMMENTS



Delaware Valley Regional
Planning Commission

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

**DVRPC FY 2005 Transportation Improvement Program
Final Version**

**Volume IV
Public Comments and Agency Responses**

TABLE OF CONTENTS

Part A Summary of DVRPC Public Involvement Process

Part B Compilation of Public Comments on Draft DVRPC FY 2005 TIP

- Reference List of Public Commentors
- Summary of Comments from the DVRPC Regional Citizens Committee and the General Public on the New Jersey Subregion
- Summary of Comments from the DVRPC Regional Citizens Committee and the General Public on the Pennsylvania Subregion
- DVRPC Member Agency Comments

Part C DVRPC Member Agency Responses to Public Comments

Part D Public Outreach Documentation

- Announcements
- Press Releases
- Public Notices
- Summary Document and Article for Public Distribution
- List of Libraries Displaying Complete 3 Volume TIP Document

Part E Unabridged Public Comments are Available in DVRPC Library

Part A

SUMMARY OF DVRPC PUBLIC INVOLVEMENT PROCESS

**Final Version
Adopted June 2004**



Delaware Valley Regional Planning Commission

Summary of the Public Involvement Process for The FY 2005 Transportation Improvement Program (TIP)

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation – reaching out to and satisfying as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens – the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making.

It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

Responding to Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley. Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPO's), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for environmental justice sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the nine-county, bi-state Philadelphia-Camden-Trenton region, the DVRPC is committed to responding to the federal guidance on environmental justice, and has designated the Regional Planning Division and Public Affairs Division to address technical and public involvement activities, respectively, as they relate to environmental justice (EJ). To meet the requirements of these laws, the Commission must:

1. Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
2. Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the

benefits and burdens of transportation can be fairly distributed; and

3. Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

DVRPC's technical work program involves the evaluation of EJ issues through quantitative and qualitative analysis and mapping. In September 2001 the agency published "...and Justice for All": DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People. This initial environmental justice report provided background information on what environmental justice is; summarized DVRPC's existing EJ-related plans, policies and public involvement activities; and described a methodology for evaluating the agency's long-range plan, the Transportation Improvement Program (TIP) and other programs. DVRPC has since published annual updates, providing a summary of activities conducted by the Commission and undertaken new data and analysis related to EJ. Besides the overall goal of fulfilling federal EJ requirements, ongoing activities by DVRPC include: monitoring the effectiveness of the policy statement; assessing DVPRC studies and processes (including its long-range land use and transportation planning and capital improvement program) to identify regional benefits and burdens for different socio-economic groups; and, keeping abreast of legal developments related to Title VI. Additionally, DVRPC continues to explore new methods to further address and incorporate issues concerning EJ in the studies and programs conducted by the agency. An EJ Technical Advisory Committee, composed of representatives from FHWA, FTA, the state DOTs, transit agencies, EPA Region III, and the state DEPs, meet on an as-needed basis.

The general purpose of DVRPC's public involvement work program is to satisfy the broadest constituency possible by fostering cooperation among member governments, private sector organizations and the general public by working closely with the transportation, community affairs and environmental protection agencies of both states. As part of the outreach effort and to address the rights of the public, DVRPC's Public Participation Plan: A Strategy for Citizen Involvement, A Citizen's Guide to the Regional Planning Process and a quarterly newsletter, EJ Chronicle, are published by DVRPC. An Environmental Justice Protocol has recently been adopted as a public involvement guide for DVRPC staff. Also, an EJ Public Involvement Task Force, consisting of representatives from social services, private sector, community, neighborhood, religious, housing, senior and educational organizations, meets quarterly to share and review effective public participation strategies and techniques. DVRPC continually strives to monitor the effectiveness of its public participation strategies. Additionally, a major conference is being organized to occur in September, 2004, as part of the agency's objective to engage in an exchange of ideas and information regarding EJ and public involvement.

Environmental Justice and the TIP

DVRPC's Transportation Improvement Program (TIP) for both Pennsylvania and New Jersey is an important component of the agency's EJ public involvement and technical work program activities. As the TIP is updated annually for New Jersey and every other year for Pennsylvania, public comment is received and new EJ analysis and mapping are conducted.

On the technical front, EJ analysis and mapping of the TIP occurs on several levels. Census tracts are mapped according to their degree of disadvantage. These degrees of disadvantage are part of the methodology used by DVRPC to identify factors that may contribute to disparities between different populations in the region. The eight degrees of disadvantage consists of minorities (non-Hispanics), Hispanics, the elderly, the disabled, car-less households,

impoverished households, female-headed households with child, and limited English-proficiency households. A regional average is calculated for each factor, and the census tracts that meet or exceed this threshold are considered to have a degree of disadvantage. For example, if a census tract meets or exceeds the regional threshold for the elderly and for impoverished households, then that census tract is said to have two degrees of disadvantage.

Mapping is also used to evaluate the number and percent of disadvantaged census tracts (those with 1-4 degrees of disadvantage) and of highly disadvantaged census tracts (those with 5-8 degrees of disadvantage) with and without a TIP project. In the highway program for Fiscal Year 2005, of the region's 353 most highly disadvantaged census tracts, 166 tracts, or 47 percent, have a TIP project, while 187 tracts, or 53 percent do not have a TIP project. Of those 673 census tracts that meet 1-4 degrees of disadvantage, 310 tracts, or 46 percent, have a TIP project, while 363 tracts, or 54 percent, do not have a TIP project. In the public transit program, of the region's 353 most highly disadvantaged census tracts, 80 tracts, or 23 percent, have a TIP project, while 273 tracts, or 77 percent, do not have a TIP project. Of those 673 census tracts that meet 1-4 degrees of disadvantage, 166 tracts, or 25 percent, have a TIP project, while 507 tracts, or 75 percent, do not have a TIP project. (The projects that are not mapped (e.g., nationwide marketing, preliminary studies, etc.) are not reflected in these numbers.)

The EJ analysis of the TIP also includes the type and number of TIP projects in highly disadvantaged areas and that benefitted the non-motorized population of the region. As the descriptions of TIP projects become more refined, this type of analysis will continue in the future.

Reaching Out to the Region's Citizens

In response to Environmental Justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30 day public comment period. Notices of the public comment period and the scheduled public meetings were distributed to over 3000 individuals and organizations that comprised the welfare-to-work community; traditional transportation and transit users; underserved, minority and low income populations; chambers of commerce; and citizens. In addition, DVRPC staff contacted representatives from key community organizations to solicit their involvement in reaching specific groups to communicate about the TIP and this opportunity for input.

The public comment period for the DVRPC FY 2005 TIP opened on May 5, 2004 and extended through June 3, 2004. In addition to the required legal notices and press releases we issue each year, we held two public meetings in strategically identified locations as follows:

MONDAY MAY 24, 2004
4:00 p.m. - 6:00 p.m.
Enterprise Center
Burlington County College
3331 Route 38
Mt. Laurel, New Jersey

THURSDAY- JUNE 3, 2004
4:00 p.m. - 6:00 p.m.

DVRPC Conference Center
The Bourse Building - 8th Floor
111 Independence Mall East
Philadelphia, PA

The meetings were conducted jointly with the State DOT's and also served as an opportunity to comment on the State's Transportation Improvement Programs.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, La Actualidad, The Trenton Times, and The Courier Post, and media releases were issued in May, 2004. In addition, notices and TIP information were sent to over 75 regional libraries, with full TIP documents sent to over 30 of those as another means of making this information available to the public. Cooperative agreements were also reached to utilize e-mail lists of regional organizations such as the League of Women Voters, Chamber of Commerce, and Transportation Management Associations to reach an even broader audience. DVRPC staff also presented the draft TIP to the Regional Citizens Committee, the Regional Transportation Committee, the Environmental Justice Committee, and the Goods Movement Task Force.

Copies of the announcements, media releases, public notices (in English and in Spanish), and letters to libraries are included in the Volume IV-Public Comment TIP document.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The entire TIP document was placed on the DVRPC website, as were the dates and locations of the public meetings, and other general information. Individuals were able to download and/or access the TIP materials during the public comment period, and several new features were added to provide a wider variety of improved report formats. In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments.

During the public comment period, approximately 60 individuals or agencies provided written or oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, or transmitted by fax. Both DVRPC's Regional Citizens Committee and Goods Movement Task Force submitted a set of written comments. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. A reference list of those who made public comments on the Draft TIP, summaries of the public comments pertaining to New Jersey and Pennsylvania, and the agency responses to those public comments are provided in Volume IV. Copies of the public outreach materials can also be found in Volume IV. Copies of the unabridged comments received from the public during the public comment period are available for viewing at the DVRPC library.

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC has made a commitment to engage in meaningful dialogue with citizens of the

Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction. We continue to take our responsibility for public involvement very seriously.

Part B

COMPILATION OF PUBLIC COMMENTS

Final Version - Adopted June 2004



Delaware Valley Regional Planning Commission

Reference List of Public Commentors on Draft FY2005 TIP



Delaware Valley Regional Planning Commission

<u>Item #</u>	<u>Commentor</u>	<u>County/Project</u>
#A	DVRPC Regional Citizens Committee (NJ TIP Comments)	Regional, NJ/Multiple
# B	DVRPC Regional Citizens Committee (PA TIP Comments)	Regional, PA/Multiple
NJ #1	Jeff Taylor, Citizen	Gloucester/Signage on Rt. 73
NJ #2	Jeff Taylor, Citizen	Gloucester/Intersection at Rt 42 and Cross Keys Rd.
NJ #3	Jeff Taylor, Citizen	Gloucester/Repave Rt. 55
NJ #4	Jeff Taylor, Citizen	Gloucester/Rt. 55 Exit Ramps at Exit 58
NJ #5	Jeff Taylor, Citizen	Gloucester/Route 45 in Mantua Twp.
NJ #6	The Alpha Group	Various Concerns Regarding Virtual "0" FY07 Program in New Jersey
#1	Brian Pugliese, citizen	Montgomery/Support for Rt. 202 Bypass
#2	NJ State Senator Diane Allen, 7 th District	Meeting Acknowledgment
#3	Norman Melling, P.E., Citizen	Bucks/Edison Furlong Rd. & Pebble Hill Rd.
#4	PA State Senator Joe Conti, 10 th District	Bucks/Support for Maple Avenue
#5	M. Gery Plastering, Citizen	Bucks/Moods Covered Bridge
#6	John Davis, Doylestown Borough Manager	Bucks/Support for Rt. 202 Bypass
#7	F.W. Stephens, Citizen	Montgomery/County Line Rd. Redesignation
#8	George Niblock, Representative for Citizens for the Rt. 202 Bypass (includes 1800 signatures and over 50 Municipalities, Businesses and School Boards)	Bucks/Support for Rt. 202 Bypass
#9	Joseph Fazekas, Citizen	Bucks/Montgomery/Support of Rt. 202 and Woodhaven Rd.
#10	Daniel Rattigan, Citizen	Bucks/Quarry Traffic in Upper Makefield
#11	Ken Edmonds, Citizen	Bucks/Bike Ped Issues on Delaware Canal State Park Bridges
#12	Anne Ruff, Citizen	Oppose Woodhaven Road
#13	Jerry Taylor, Yardley Borough Council	Bucks/Main Street in Yardley
#14	Dave Cambell, Citizen	Bucks/Various I-95 Locations
#15	Susan Taylor, Friends of the Delaware Canal	Bucks/Delaware Canal Tunnel and Bridges
#16	Joel Leon, Citizen	Montgomery/Woodhaven Rd., Project Emissions Impact
#17	Helen and Julius Hyman, Citizens	Bucks/Woodbourne Rd. At
#18	P. Quinn, Greater Valley Forge TMA	Support for Rt. 202 Section 300
#19	Terry Fedorchak, Lower Makefield Township Manager	Bucks/Quarry Traffic and Newtown Bypass

Item #	Commentor	County/Project
#20	Katherine Watson, PA State Representative, 144 th District	Bucks/Support for Rt. 202 Bypass
#21	Eileen Bradley, Wrightstown Township Administrator	Bucks/Oppose Stoopville Rehabilitation, Quarry Traffic
#22	State Senator Stewart Greenleaf	Oppose Woodhaven Road
#23	Stephen and Linda Smith, Citizens	Montgomery/Oppose Woodhaven Road
#24	Christine and Anthony Boerner, Citizens	Montgomery/Oppose Woodhaven Road
#25	Caryn Helhowski, Citizen	Montgomery/Oppose Woodhaven Road
#26	Joseph Otis, Executive Director, Clean Air Council	Transit Projects and Conformity Process
#27	Dee Durham, Executive Director, S.A.V.E.	Chester/Rt. 41, Support for Roundabouts
#28	Barri and Edward Riley, Citizens	Montgomery/Oppose Woodhaven Rd.
#29	Gene Grimaldi, Citizen	Montgomery/Oppose Woodhaven Rd.
#30	Steve Spindler, Citizen	Montgomery/Greenwood Ave. Projects
#31	Steve Spindler, Citizen	Montgomery/Bridge at Noble Station
#32	Denise Spicer, Citizen	Montgomery/Oppose Woodhaven Rd.
#33	Kelvin MacKavanagh, DVRPC Goods Movement Task Force	Support of TIP
#34	Robert Andrews, NJ State Senator	Meeting Acknowledgement
#35	Andy Saul, Citizen	SEPTA/Wawa to Elwyn
#36	Robert Pellegrino, Manager, Newtown Township	Bucks/Support Swamp Road Corridor Imp.
#37	Robert Kuhn, Montgomery Township Supervisor	Montgomery/Support for Route 202
#38	Paul Williams, Dublin Borough Manager	Bucks/Support for Maple Avenue
#39	Bryn Athen Borough Council	Montgomery/Oppose Woodhaven
#40	James O'Neill, Tri-County Coalition	MontgomeryBucks/Phila/Oppose Woodhaven
#41 & 41-A	Alex Herman, Residents for Regional Traffic Solutions (RRTS)	Bucks/Oppose Stoopville Rehabilitation
#42	Sue Herman, Residents for Regional Traffic Solutions (RRTS)	Bucks/Swamp Rd., Quarry Traffic, Newtown Bypass
#43	PA State Representatives John Fitcher (70 th District), Robert Godshall (53 rd District, and Kate Harper (61 st District)	Montgomery/Advance Allendale Road
#44	PA State Representatives Kate Harper (61 st District) and Melissa Weber (148 th District)	Montgomery/Support for Morris Rd. Projects
#45	Bill Rickett, Executive Director, Bucks Co. TMA	Bucks/Support for Maple Avenue Project
#46	PA State Representative Sue Cornell, 152 Dist.	Support Scaled Back Woodhaven Project

**Summary of Comments from the
DVRPC Regional Citizens Committee
and the General Public on the
Draft FY05 TIP
for the New Jersey Subregion**



Delaware Valley Regional Planning Commission

Final Version - Adopted June 2004

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for New Jersey Subregion**

Comments of the Regional Citizens Committee (RCC)

RCC General Comments

RCC Recommendation and FY07 Programming Concerns - The RCC recommends that the DVRPC Board approve the first two years of the FY 2005 Transportation Improvement Program (TIP) for the New Jersey portion of the region. The RCC believes that the third year of the NJ TIP is unacceptable at the proposed zero funding level. We urge the State of New Jersey to address this situation through a renewal of the State Trust Fund and better management of these funds. Funding of the third year of the TIP is particularly crucial in light of the renewal of the ozone budget in 2007. The RCC also suggests that *Destination 2030*, the forthcoming DVRPC Long-Range Plan, address such possible future shifts in TIP funding.

Item #A 1-G

Request to Improve Information - The RCC notes that past responses to the committee's recommendations and questions have not always dealt directly with the issue of concern. The RCC requests that the responding agencies provide as much information as possible and answer the issues cited herein as directly as possible.

Item #A 2-G

Request to Improve TIP - We request that future draft TIP documents include highlighted or separated pages to show changes and/or deletions, as well as to delineate projects that are new to the TIP. Can staff provide some kind of timeline or status indicator showing each project's readiness to proceed to the next step?

Item #A 3-G

Conformity Issues - The RCC questions how conformity can be performed on a TIP that is not fully funded and consequently does not carry out the State Implementation Plan (SIP).

Item #A 4-G

NJ CMAQ and TE Programs - The RCC requests that New Jersey conduct its CMAQ and TE competitive processes as Pennsylvania does, where public involvement plays a larger role.

Item #A 5-G

Improved Coordination between New Jersey Transit Agencies - With 48% of available funding in NJ going to transit, there is a need for greater cooperation and

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for New Jersey Subregion**

coordination between the region's transit agencies. The RCC suggests that DVRPC should play a larger role in serving as a forum for interaction between NJ Transit, SEPTA and DRPA interests.

Item #A 6-G

Bike/Ped Issues - NJDOT, as well as local planners and engineers, can achieve FHWA guidelines by using the PennDOT bicycle and pedestrian checklist during every phase of a project.

Item #A 7-G

General Comment - The TIP should show that priority is being given to projects that provide congestion relief and should contain a multi-model vision for public transportation that places emphasis on moving people not cars.

RCC Transit Project Comments:

Item #A 1-T

Computer Information Systems - Implementation of commuter information systems (GIS/GPS) is needed to attract riders, to provide service improvements, and to offer passengers accurate bus arrival information through an Advanced Traveler Information System which can assist passengers' decision-making and reduce average waiting time.

Item #A 2-T

Transit Service to South Philadelphia - In this era of agency unity and cooperation, emphasis should be placed on transit projects (Ferry/Rail/Bus Rapid Transit) to the South Philadelphia stadium complex area and airport that would provide congestion relief to the Rt-295/Rt-42/Rt-676 intersection.

Item #A 3-T

NJ TRANSIT Service into Philadelphia - An NJ Transit study project is needed for select bus routes or bus trips to be extended west from the Broad Street Terminus into the Penn Center area to 30th Street Station and University City.

Item #A 4-T

Transit Travel Time Goals - NJ Transit should set transit travel time goals that are competitive with automobiles to attract ridership, and should market the success stories, such as the 409 Express Bus (Willingboro to Philadelphia). Consideration should be given to additional express bus service, particularly into Pennsylvania.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for New Jersey Subregion**

Item #A 5-T

Data Uses - The RCC asks that NJ Transit provide evidence to show that DVRPC Census Worker Flow, Cordon Studies and Parking Lot Study data are being used to create transit commuter service to relieve road congestion in areas besides the River Line.

Item #A 6-T

"Whistle Bans" -The RCC requests that NJ Transit apply "Whistle Ban" demo program funds (DB#01328) to intersections along the Atlantic City Line in the Haddon Township/Westmont areas, as well as along the River Line, to provide "Horn relief" to nearby residents.

Item #A 7-T

Improve South Jersey Rail Service - In order to increase ridership, improve cost recovery, and make both of NJ Transit's two South Jersey rail lines more useful, the RCC suggests :a) stopping all Atlantic City Line trains at the SEPTA-Amtrak North Philadelphia station, and b) creating a joint station with at least 150 parking spaces where the Atlantic City and River lines intersect at Delair Junction.

Item #A 8-T.

Improve Connectivity of Rail Service - A North Philadelphia stop would intersect the region's second highest patronized rail line, the Broad Street Subway. It would provide a one-seatride for many Temple University students and workers from NJ Transit points, and would provide for additional two-vehicle travel to and from Atlantic City. The joint Delair Junction station would provide an additional park-and-ride for Travel in all four directions. It would give Camden, Trenton, and all other points along the River Line a two-vehicle ride to Atlantic City and to the 30th Street area, including Amtrak passengers and University City students and workers.

Item #A 9-T.

Opposition to Delaware River Tram - The RCC continues to oppose the Delaware River Tram (DB #98553) for the following reasons: a) There is no justification for the project. b) This project is tantamount to an amusement park ride. c) There is much concern about the operation of the tram in different weather extremes.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for New Jersey Subregion**

RCC Highway Project Comments

Item #A 1-H.

Deptford Mall Area Improvements - The Deptford Mall area needs improvements beyond the current Deptford Center Road projects. Congestion relief efforts in the Deptford Mall area will be incomplete without relieving commuter congestion at the Rt-55/Rt-42 intersection. The "NJ-55 at NJ-42" (G-052) project needs to be advanced, or NJDOT needs to apply the "Fast Move Program" (DB #02378) to provide congestion relief and operational improvements at the Rt-55 and Rt-42 intersection.

Item #A 2-H.

Roundabouts - Conversion of one or more "Jersey Circles" to Roundabout – Yield on Entry" operation is needed to improve safety and to determine if traffic circles really need to be replaced.

Item #A 3-H.

Convert Brooklawn Circle to Roundabout - The RCC recommends that the Brooklawn Circles on Rt-130 (DB #399312) be converted to a "Roundabout – Yield on Entry" design to prove that this design does improve operation and safety. Both of these circles are already partially signed in this fashion. Rt-130 south already has an overhead blinking signal that could aid in informing motorists of the operational change.

Item #A 4-H.

Bike/Ped Concern - The TIP also needs projects that will provide safe bicycle and pedestrian capability on every road project. This is the only way we will achieve the DVRPC Year 2025 goal to ensure that "convenient and continuous pedestrian and bicycle facilities will be widespread."

Item #A 5-H.

Request to Change Bike/Ped Goal - DVRPC's Long-Range Plan also states the following as a goal: "The incorporation of exclusive facilities for pedestrians in the design or reconstruction of all streets, highways and bridges (excluding freeways and expressways)." The RCC suggests that this goal is reachable through the implementation of the TIP and requests that this goal be reworded as follows: "The incorporation of exclusive facilities for bicyclists and pedestrians that are grade-separated and built into today's highway infrastructure (including interstate and limited access highways)." Successful examples of this type of incorporation include the Ben Franklin Bridge (locally), the George Washington Bridge (I-80, NY), the I-90 Bridge (Seattle, WA), and the I-205 Bridge (Portland, OR).

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for New Jersey Subregion**

Item #A 6-H.

Bike Racks in Trenton - Trenton Revitalization Improvements (DB #02382) should include bike racks in its streetscape improvement plan

Item #A 7-H.

Bike/Ped and Road Resurfacing - The Resurfacing Program (DB #X03E) provides an excellent opportunity to include incidental improvements for bicyclists and pedestrians. Are any included in this program?

Item #A 8-H.

Bike/Ped in Burlington County - Note to Burlington County: In general, New Jersey has been implementing bicycle and pedestrian projects. However, none of Burlington County's projects describe whether bike and pedestrian issues are being addressed. Is this being done?

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for New Jersey Subregion**

Comments By the General Public

Item NJ #1

Signage Recommendations - Recommendation and suggestions for improved signage on Route 73 between I-295 and the New Jersey Turnpike

Item NJ #2

Intersection Improvement - Recommendation and suggestions for intersection improvement at NJ State Route 42 and Gloucester County Route 689 (Cross Keys Road).

Item NJ #3

Intersection Improvement - Recommendation and suggestions that New Jersey State Route 55 between Route 42 and US #22 be repaved with 2' shoulders and rumble strips, as the roadway is almost 20 years old.

Item NJ #4

Exit Ramp Improvement - Recommendation and suggestions to reconfigure exit ramps for Exit 58 off of Route 55.

Item NJ #5

Route 45 Congestion - Recommendation and suggestions to relieve congestion on Route 45 in Mantua Township at Gloucester County Route Alt 553 where roadway narrows from 2 lanes to 1.

Item NJ #6

FY07 Programming Concerns - Objection to proposed federal funding levels indicated by NJDOT for the third year (Fiscal Year 2007) in the TIP.

**Summary of Comments from the
DVRPC Regional Citizens Committee
and the General Public on the
Draft FY05 TIP
for the Pennsylvania Subregion**



Delaware Valley Regional Planning Commission

Final Version - Adopted June 2004

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Comments of the Regional Citizens Committee (RCC)

RCC General Comments

Item #B 1-G

Request to Improve Information - The RCC notes that past responses to the committee's recommendations and questions have not always dealt directly with the issue of concern. The RCC requests that the responding agencies provide as much information as possible and answer the issues cited herein as directly as possible.

Item #B 2-G

Request to Improve TIP We request that future draft TIP documents include highlighted or separated pages to show changes and/or deletions, as well as to delineate projects that are new to the TIP. Can staff provide some kind of timeline or status indicator showing each project's readiness to proceed to the next step?

Item #B 3-G

Request to Improve TIP - The TIP format still does not provide enough project information for the public to comment on specific projects. All TIP projects listed should provide at minimum: the project manager's name and whether the project is compatible for bicycles and pedestrians. In the ideal world, the online TIP listing would be searchable, contain links to technical documentation, conceptual drawings and a map.

Item #B 4-G

General Comment -The RCC considers the TIP to be a serious political document that acts as the priority list of projects for this region. PennDOT's recent removal of many projects from active status seems to not be reflected in this TIP. We recognize that to some degree, the TIP is influenced by what various interest groups want. Real estate developers and an assortment of industries that plan, build and otherwise want more infrastructure built and equipment sold also are influential in its creation.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 5-G

Opposition to projects that increase Single Occupancy Vehicles - The RCC is on record as opposed to SOV increases. We note that there are at least 36 projects in this TIP that involve major highway capacity increases. These usually are the most expensive kind of project, and many are located in outlying areas. This encourages outlying development in what is said to be the fastest-sprawling metro region in the U.S. This is particularly counter-productive in light of air quality and petroleum consumption concerns.

Item #B 6-G

Multi-Modalism- The TIP should show that priority is being given to projects that provide congestion relief and should contain a multi-modal vision for public transportation that places emphasis on moving people not cars.

Item #B 7-G

Stoopville Road in Bucks County - The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. The RCC also urges the DVRPC Board to reject any attempt to upgrade Stoopville Road from a minor collector to an arterial highway. If this road becomes an arterial highway, it will not qualify for traffic calming measures, which are essential to traffic using this road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)

Item #B 8-G

Rail Gondolas in Bucks County - Transporting stone by trucks from the Bucks County quarries creates dangers on the present highway routes. Complaints from the community are frequently heard regarding the impact of the current routes to their public safety. The trucks also create wear and tear on light-duty roads. The RCC proposes that the potential rail carriers concerned create an alternate rail route that takes most of the truck movement off the highway and onto the rails using existing rail lines and technologies. The RCC believes this idea has great merit, and we urge DVRPC to encourage these carriers to submit a proposal for moving the aggregate by rail.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 9-G

Comment on Bucks County Bridges - The RCC concurs with comments separately by submitted by Ken Edmonds of the East Coast Greenway re: The Delaware Canal State Park. DVRPC and PennDOT need to ensure that the height and width clearances of the bridges listed below are sufficient to allow pedestrians, bicyclists and maintenance equipment to safely travel beneath them. The proposed bridges that crossover the Park are as follows:

- River Rd. Bridge (Upper Makefield Twp.) (MPMS #13235)
- Pt. Pleasant Pk. Bridge (Tinicum Twp.) (MPMS #13245)
- Delaware Rd. Bridge (Rieglesville Boro) (MPMS #13342)
- Bridgeton Hill Rd. Bridge (Bridgeton Twp.) (MPMS #13360)
- Jugtown Hill Rd. Bridge (Tinicum Twp.) (MPMS #13661)
- Headquarters Rd. Bridge (Tinicum Twp.) (MPMS #13716)
- Bridge St. Bridge (New Hope) (MPMS #59496)

(See Mr. Edmonds' complete comments as listed in the "Comments from Groups and Individuals" section of FY05 Draft TIP Comments.)

RCC Transit Project Comments

Item #B 1-T

Programming Transit Funds - There exists in the TIP a large gap in public accessibility to information about transit project expenditures versus those of highway projects. If all FY05 expenditures are summed up in each category, the average size of a highway project is about \$970,000, while SEPTA projects average about \$11.7 million. Twelve times as much expenditure is being packaged into the typical SEPTA project. While most highway projects of small size are separate and adequately described regarding price, the SEPTA projects are often merged into titles such as "State of Good Repair Initiatives", "Rail Stations and Parking", etc. This vagueness discourages public scrutiny, once a valid criticism of highway planning, and now applicable to transit planning. DVRPC should require each discrete locational project to be accounted for individually in the TIP, explaining where, what, why, and how much. This would increase SEPTA projects to more than 100, if defined correctly, rather than the 30 projects listed. The public has a right to evaluate all projects, large and small, highway and transit.

Item #B 2-T

(MPMS #59917) Harrisburg/SEPTA R5 Paoli Rail Line Improvements - Other modernized commuter rail lines, including SEPTA's Elwyn line, are capable of operation at full speed on both tracks in both directions for maximum flexibility ("reverse signaling"). Why is this line not capable of reverse signaling?

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 3-T

(MPMS #59941) Wayne Junction to Glenside - When were the "new motor Alternator substations" put into operation? The appropriate technology for the past twenty years has been solid state equipment (as installed by Amtrak approximately five years ago). Why use obsolete technology?

Item #B 4-T

(MPMS # 59973) Utility Fleet Renewal Program - The scope of this program should include testing of promising new technology, including the recently built diesel-battery hybrid utility locomotive, known as "Green Goat". Such "Green Goat" technology could significantly reduce emissions, particularly in the commuter tunnel.

Item #B 5-T

(MPMS #60255) State of Good Repair Initiatives - The RCC opposes separation and single-tracking of the Fox Chase line because it would reduce speed and service reliability.

Item #B 6-T

(MPMS #60313) Cross County Metro - Has a Draft Environmental Impact Statement (DEIS) been completed for the Cross County Metro?

Item #B 7-T

(MPMS #60556) Eastwick Transportation Center - The RCC believes that the small number of riders at the Eastwick Center does not justify a new facility. A shuttle service would be a valuable service in this area. The RCC also questions how this will affect ridership on the Airport Line?

Item #B 8-T

(MPMS #60557) Strategic Business Plan and Paoli Transportation Center (MPMS #60574) (Car and Platform Design) - More contemporary rail car designs having low floors and low entrance doors make any additional raising of station platforms unnecessary. Systra Engineering finds high platforms to be a non-productive investment with little change in train travel time resulting. In addition, high platforms interfere with the operation of wide freight cars.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 9-T

(MPMS #60565) Schuylkill Valley Metro - The federal government declined to fund this project in its original form. No source of operating subsidy has been identified. Pennsylvania's Public Transportation Operating Subsidy Program, at present, is widely regarded as insufficient to maintain existing services adequately. In view of these matters, the SVM project's concept has been changed and downsized to include an outside operator and to use, to a large extent, present facilities. The RCC reiterates its previous position that some rail service should be operated between Philadelphia and the Reading area within a year after the project's final approval, given the severe traffic congestion at peak hours on parallel highways.

Item #B 10-T

(MPMS #60629) Job Access and Reverse Commute - Where will funds for FY 2006 - 2008 come from for JARC Program?

Item #B 11-T

MPMS #60636) Elwyn to Wawa Rail Improvements - The RCC regards \$15 million per mile as an excessive price when compared with other equal projects. Why is a total rebuild necessary when freight service and a historic railroad already operate on this track? The 2000 Vollmer report should be scrapped. SEPTA should plan to go all the way to West Chester as a single project.

Item #B 12-T

(MPMS #60638) Regional Rail Car Acquisition - Given the recent nullification of contract, SEPTA should reconsider its railcar options.

Item #B 13-T

(MPMS #60638) Regional Rail Car Acquisition - One possibly quicker and less costly option would be to rebuild and convert Silverliner IIs and IIIs from electric multiple unit to push-pull service, including the purchase of necessary electric locomotives to propel them.

Item #B 14-T

(MPMS #70690) Section 5309 Discretionary Bus Funds - Will the pedestrian bridge at the Ardmore Transit Center really be useful? The similar one over Market Street at 69th Street has been largely underutilized for many years. If ADA requirements are to be addressed, this may require the addition of two expensive elevators.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

RCC Highway Project Comments

Item #B 1-H, Delaware County

Closed Loop Traffic Signal Projects - We recognize that there has been a recent increase in the number of closed-loop traffic signal projects (especially in Delaware County). Bus and rail vehicle preemption at traffic signals has long been an accepted practice in other areas, and is needed here. Delaware County's closed-loop traffic signal projects should include preemption. Bus preemption is included in the Darby Bus Project (MPMS #47994). It is also part of the Island Road project (MPMS #17679) for trolleys. Others with potential include Media (bus and trolley) (MPMS #57750), MacDade Blvd (MPMS #64790), and Township Line Upper Darby (MPMS #68027).

Item #B 2-H, Bucks County

(MPMS #12923) Bristol Road Extension - This project will cross the SEPTA Doylestown Branch passing track. This will cause railroad operating problems. The Route 202-Bristol Rd intersection should be carried over the railroad on a grade separation project, as part of the existing project.

Item #B 3-H, Bucks County

Swamp Road Culvert and Corridor Projects - Re: Swamp Road Corridor (MPMS #64780): The RCC asks DVRPC to track the replacement of the two culverts on Swamp Road that PENNDOT promised would be done by Labor Day, 2004. The committee also asks DVRPC to take any actions deemed necessary to keep this project on track. The two culverts being replaced are MPMS #64781, the culvert on Swamp Road at Penns Woods Road (noted in the description of MPMS #64780), and MPMS #13683, the Swamp Road culvert just south of Worthington Mill Road (not noted in MPMS #64780).

Item #B 4-H, Chester County

(MPMS #59434, 166094, and 57659) Schuylkill River Trail projects and French Creek Parkway project -A recent reassessment of the Schuylkill Valley Rail Restoration Project (MPMS #60565) leads to questions about several other projects. The Schuylkill Trail Projects (MPMS #59434) and (MPMS #166094) appear to be in conflict if the rail route is NOT restored to the original route. An on-site visit shows a narrow tunnel, bridges, fill, cuts, etc. on the detour route which would not be wide enough for both an active rail passenger line and a trail beside it. Also there may be a conflict with French Creek Parkway project (MPMS #57659). It appears that the Oaks-Phoenixville detour has been discarded and the route is back to the original 1995 proposal. Phoenixville had first designed its development project around that route, then had to change it when SEPTA changed to a detour route.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 5-H, Chester County

(MPMS #14629) PA 100 Eagle Loop Road - The RCC encourages the minimal taking of farmland in the PA 100 Eagle Loop Road Project (MPMS #14629).

Item #B 6-H, Chester County

(MPMS #62863) PA 100 Vanguard Improvement - The RCC continues to oppose the PA 100 Vanguard Improvement Project (MPMS #62863), and questions why a CMS is not needed?

Item #B 7-H, Delaware County

(MPMS #15225) Ardmore Avenue Bridges over SEPTA and Cobbs Creek - Please clarify the TIP description for the Ardmore Ave Bridges which seems to indicate that the westerly of the two bridges is over SEPTA Route 100.

Item #B 8-H, Delaware County

(MPMS #15406) PA 452, Market Street (Bridge) - The Route 452 Bridge is located over the Marcus Hook Station. Has ADA access been considered in this design?

Item #B 9-H, Delaware County

(MPMS #15477) I-95/ 322 Conchester Highway Interchange - Has a CMS been done?

Item #B 10-H, Montgomery County

(MPMS #16114) Blair Mill Road Intersection and Corridor Improvements - What is the status of the Blair Mill Rd Widening project? The RCC is under the impression that Montgomery County dropped this project.

Item #B 11-H, Montgomery County

(MPMS #16396) Church Road (Bridge) over Norristown High Speed Line - Has the projection of the Route 100 Branch to King of Prussia been considered in the Church Road Project (MPMS #16396)?

Item #B 12-H, Montgomery County

(MPMS #6706) Cross County Trail Phase 1 - Please specify the right-of-way east of Fort Washington to Bryn Athyn for the Cross County Trail (MPMS #16706).

Item #B 13-H, Montgomery County

(MPMS #57858) Lafayette Street Road Extension - Does the Lafayette Street Project provide sufficient return for a cost of \$100,000,000?

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 14-H, Philadelphia

(MPMS #16785) Krewstown Road Bridge - The RCC previously approved revisions to the TIP for this project on the premise that an alternative would be included that examines rehabilitation only of the bridge and as long as early public involvement is included in the process. The RCC continues to oppose construction of a new bridge.

Item #B 15-H, Philadelphia

(MPMS #17724) South Street Bridges - Is a CMS indicated for a capacity increase on this project?

Item #B 16-H, Philadelphia

(MPMS #17659) Harbison Ave./Aramingo Ave - Is public involvement planned for this project, and if so, what?

Item #B 17-H, Philadelphia

(MPMS #17751) Fairmount Park Bikeway Enhancements - Please confirm that there is no conflict with restoration of the R6 Ivy Ridge rail service or its extension to connect with the lower level R6 tracks west of Ivy Ridge.

Item #B 18-H, Philadelphia

(MPMS #17815) Cottman Avenue Bridge Replacement - Is public involvement planned for this project, and if so, what?

Item #B 19-H, Philadelphia

(MPMS #46956) North Delaware Avenue - Is a CMS planned for this project?

Item #B 20-H, Philadelphia

(MPMS #46960) Vine Street Pedestrian Bridge - Why is a pedestrian bridge needed, and is a CMS planned?

Item #B 21-H, Philadelphia

(MPMS #48195) Tyson Avenue (Signals) - Is public Involvement planned for this project, and if so, what?

Item #B 22-H, Philadelphia

(MPMS #61712) Kensington and Tacony Rail with Trail Project - Should this wording be "Rail and Trail", and if not, how are these compatible?

Item #B 23-H, Philadelphia

(MPMS #64185) City-Wide Sidewalk Bump-Outs - The City-Wide Sidewalk Bump-outs Project needs to be coordinated with SEPTA. Is public involvement planned, and if so, please specify?

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 24-H, Philadelphia

(MPMS #65915) Pennsylvania Avenue Pedestrian Improvements - Has there been coordination with the Art Museum regarding its proposed pedestrian overpass for the Pennsylvania Ave. Improvements Project?

Item #B 25-H, Philadelphia

(MPMS #69708) Center City TMA Transit Circulator Project - The RCC opposes the Center City TMA Transit Circulator Project because the project is not well thought out. Not only does the proposed service duplicate existing service, but the RCC believes that the alternative to spending dollars on new routes would be to better market existing service to tourists. Without an air quality analysis, the RCC has no assurance that the proposed project would provide the kind of benefits that CMAQ was intended to produce. Why are CMAQ funds being used?

Item #B 26-H, Delaware County

(MPMS #36927) Railroad/Highway Grade Crossings - This project should be reworded to note that these are all SEPTA Light Rail Crossings. Is preemption part of this project, and if not, why?

Item #B 27-H, Various Counties/PENNDOT

(MPMS #69801) Expressway Service Patrol - Why is the Expressway Service Patrol Expansion Project eligible for CMAQ funds?

RCC Bike/Pedestrian Project Comments

Item #B 1

Use PENNDOT Bike/Ped Checklist - PENNDOT, as well as local planners and engineers, can achieve FHWA guidelines by using the PENNDOT bicycle and pedestrian checklist during every phase of a project.

Item #B 2

Use of Safety Funding for Bike/Ped - Pedestrians and bicyclists make up 13 percent of all traffic fatalities, yet less than two percent of federal safety funds go to bicycle and pedestrian safety improvements. A TIP search indicated that 0% of DVRPC's safety set-aside money is being used on bicycle and pedestrian projects.

Item #B 3, Bucks County

(MPMS #57626) Trenton Road Intersection Improvements - Trenton Road is a segment of Bicycle PA Route E. (On-route East Coast Greenway) and it is essential that the design of the intersection be bicycle-friendly

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 4, Bucks County

(MPMS #65904) Doylestown Broad Street Improvements - This project should include bike parking for the downtown business district and other destinations in Doylestown.

Item #B 5, Bucks County

(MPMS #68024) Doylestown Bike and Hike Extension - This project is a perfect candidate for Safe Routes to School funding. Bicycle/Pedestrian Projects that access to schools and/or older communities should apply for Hometown Streets - Safe Routes to Schools grants from PENNDOT.

Item #B 6, Chester County

(MPMS #13945) US 202 TR 252 to US 30, Section 300 - PENNDOT and Chester County should coordinate improvements to the Chester Valley Trail where it will cross the highway between Phoenixville Pike and Church Rd, similar to the coordination between Montgomery County and PENNDOT at the I-76 pedestrian bridge in King of Prussia.

Item #B 7, Chester County

(MPMS #14663) Chester Valley Trail, Phase I - This important project offers regional transportation and quality-of-life benefits at a fraction of the cost of US 202. The RCC would like to know why this project continues to be pushed back while the adjacent US 202 project moves forward.

Item #B 8, Montgomery County

Perkiomen Trail - The RCC praises Montgomery County for the rapid completion of the Perkiomen Trail and its ambitious trail construction plan.

Item #B 9, Montgomery County

The county serves as a national model as to how a regional trail network should be built.

Item #B 10, Montgomery County

(MPMS #16470) PA 309, Cheltenham Ave to Church Road - PENNDOT is filling in a bridge over an abandoned rail line despite the fact that the right of way was designated as a trail in the Springfield Township Comprehensive Plan.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 11, Montgomery County

PA Route 309 - The update of the PA 309 Categorical Exclusion Evaluation, dated 2002, does not mention that the highway project negatively impacted local trail plans. The Categorical Exclusion Evaluation, which is a substitute for an Environmental Impact Statement, is a document that should be accessible on the project website for PA 309.

Item #B 12, Montgomery County

(MPMS #57858) Lafayette Street Road Extension - The four-lane design of this road is not compatible with a community street and will encourage speeding off of the PA Turnpike. This also poses difficulty for Norristown residents wishing to access the Norristown Transportation Center and Schuylkill River Trail. Adding a switchback and a climb to the trail will degrade its usefulness as a bike commuter route. This road should be designed as a complete street; that is, providing good access for all users, including bicyclists and pedestrians.

Item #B 13, City of Philadelphia

Safe Routes to School Program - Philadelphia now has over 180 miles of bike lanes, has reduced lanes and traffic speeds without sacrificing traffic flow on hazardous roads, and has recently completed the Schuylkill River Park. The City is also one of the few places in the country experimenting with blue bike lanes that increase the visibility of the bicyclist at conflict points such as on-off ramps. Given the high pedestrian crash rate around neighborhood schools, the City should apply for Safe Routes to Schools Funds.

Item #B 14, City of Philadelphia

(MPMS #17724) South Street Bridges , Bike Issues - The current design of the new bridge mixes an estimated 1000 daily bicyclists with thousands of pedestrians. This practice of forcing cyclists out of the traffic flow onto the sidewalk and back into the traffic is dangerous for both bicycles and pedestrians. The bike lanes should be reinstated into the design of the road since many cyclists will choose to use the road anyway.

Item #B 15, City of Philadelphia

(MPMS #17751 and MPMS #50522) Fairmount Park Bikeway and Manayunk Recreation Path - This is the most important regional bicycle pedestrian project on the TIP since it is the missing link in the Schuylkill River Trail. More importantly, the current configuration forces bicyclists onto a narrow sidewalk that is used by thousands of transit riders at the Wissahickon Transit Center.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #B 16, City of Philadelphia

(MPMS #68066) Adopt-A-Rack Program - Racks will be placed throughout the City. The City could save the administrative costs of the program by simply installing bike racks at locations where they are needed and by installing additional bike racks at the request of business improvement districts.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Comments By the General Public

Item #1, Montgomery County
US Route 202 Bypass Project - Support for this project

Item #2
Meeting Acknowledgment

Item #3
Edison Furlong/Pebble Hill - Request that Edison Furlong Road and Pebble Hill Road intersection, in addition to sections of Pebble Hill Road leading to Doylestown be recognized as safety priorities and be added to the TIP and programmed with funding. Proposal included to widen Pebble Hill Road shoulder for bike/ped use, and comment that a walkway should have been included in the sewage pipeline work that was recently completed along the roadway.

Item #4, Bucks County
(MPMS #70225) Maple Avenue Reconstruction - Support for this project

Item #5, Bucks County
Moods Covered Bridge - Request that Moods Covered Bridge be recognized as a priority and be added to the TIP and programmed with funding in order to repair the bridge.

Item #6, Bucks County
US Route 202 Bypass Project - Support for this project

Item #7, Bucks, Montgomery, and Philadelphia Counties
County Line Road - Request that County Line Road be redesignated as State Route 763, in addition to extending the PA 263 road designation southward via Easton Road through Upper Moreland, Abington, and Cheltenham.

Item #8, Bucks County
US Route 202 Bypass Project - Support for this project via 1800 petition signatures and 50 letters of support from municipalities, businesses and school boards.

Item #9, Bucks, Montgomery, and Philadelphia Counties
(MPMS #17112) Woodhaven Road Project - Support for this project

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #10, Bucks County

Quarry truck traffic/Swamp Road/Newtown Bypass - Request that area townships, PENNDOT, and Regional Traffic Committee work together to solve traffic problems in lower Bucks County.

Item #11, Bucks County

(MPMS #13235, 13245, 13242, 13360, 13661, 13716, 59496) Bridge Replacement projects that cross over the Delaware Canal State Park - Request to ensure that height and width clearances for these projects are sufficient to allow pedestrians, bicyclists and maintenance equipment to go safely under new bridges. Support for Context Sensitive Design features.

Item #12, Bucks, Montgomery, and Philadelphia Counties

(MPMS #17112) Woodhaven Road Project - Opposition to this project.

Item #13, Bucks County

Main Street in Yardley - Request that Main Street in Yardley be recognized as a safety priority and be added to the TIP and programmed with funding in order to repair the roadway and address severe flooding which occurs during heavy rains.

Item #14, Bucks, County

(MPMS #46948) Street Road and I-95 Interchange Study - Suggestion to prohibit left turns at the I-95 southbound off-ramp in order to address traffic problems pending major interchange reconstruction.

(MPMS #67827) I-95 Southbound Noisewall Project - Objection that northbound side of roadway will not receive noisewall treatment.

(MPMS #13347) I-95/PA Turnpike Interchange Project - Opposition to this project, alternatively suggesting that US Route 1 be improved from Woodhaven Road to the Turnpike.

Item #15, Bucks County

(MPMS #13235, 13245, 13342, 13360, 13716, 59496, 69824) Bridge Replacement projects that cross over the Delaware Canal State Park - Support for these projects in addition to a request to ensure that height and width clearances for these projects are sufficient to allow pedestrians, bicyclists and maintenance equipment to go safely under new bridges. Support for Context Sensitive Design features to reflect historic character of the Canal.

(MPMS #65905) New Hope Cultural Canal Walk - Support for this project.

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

Item #16, Montgomery County
(MPMS #171120 Woodhaven Road Project - Request that project description be modified to accurately reflect the various options being considered as part of the Environmental Impact Statement.
 Emissions impacts of small particulate matter generated by diesel engines should be addressed in the TIP.

Item #17,
(MPMS #13452) Woodbourne Road Intersection Improvement Project - Request that construction for the project be advanced from FY06 to FY05.

Item #18, Chester and Montgomery Counties
US Route 202 Section 300 - Support for this project

Item #19, Bucks County
Quarry truck traffic/Swamp Road/Newtown Bypass - Supports that the Stoopville Rd. Rehabilitation project is not included in the TIP, as it is critical that industrial traffic be channeled to use the Newtown Bypass.

Item #20, Montgomery County
US Route 202 Bypass Project - Support for this project

Item #21, Bucks County
**Quarry truck traffic/Swamp Road/Newtown Bypass
 (MPMS #57625 and 64780) Route 232 and Swamp Road Corridor Improvements**
 - Support of these projects, as it is critical that Swamp road be improved to safely handle industrial traffic.

Item #22, Bucks, Montgomery, and Philadelphia Counties
(MPMS #17112) Woodhaven Road Project - Opposition to this project. Support expressed for Tri-County Coalition's Route 1 Build Alternative.

Item #23
(MPMS #17112) Woodhaven Road Project - Suggestion that this project serve as a National Traffic Management Research Zone.

Item #24, Montgomery County
(MPMS #17112) Woodhaven Road Project - Opposition to this project.

Item #25, Montgomery County
(MPMS #17112) Woodhaven Road Project - Opposition to this project. Support expressed for Tri-County Coalition's Route 1 Build Alternative.

<p align="center">DVRPC FY 2005 Transportation Improvement Program Summary of Public Comments on Draft FY05 TIP for Pennsylvania Subregion</p>
<p>Item #26, Montgomery County (MPMS #17112) Woodhaven Road Project - Opposition to this project.</p>
<p>Item #27, Systemwide Transit Comments (MPMS #</p>
<p>Item #28, Chester County (MPMS #47421, 47137, 14613, 14484) PA Route 41 - Supports incorporation of modern round-a-bouts, traffic calming, and context sensitive design for the series of projects that affect the 20 mile Route 41 corridor. Requests that the "Two Lane Alternative" supported by S.A.V.E. be incorporated as an option as part of MPMS #14484, the PA 41 Study Project.</p>
<p>Item #29, Montgomery County (MPMS #17112) Woodhaven Road Project - Opposition to this project.</p>
<p>Item #30, Montgomery County (MPMS #17112) Woodhaven Road Project - Opposition to this project.</p>
<p>Item #31, Montgomery County Improve TIP - General comments that the TIP available on the internet also provide links to supporting project documentation, and that bike and pedestrian components be listed for every project. Incorporate Context Sensitive Design (MPMS #16634, 16197, 16214)- Specific project suggestions that incorporate context sensitive design, bike and pedestrian access, and traffic calming.</p>
<p>Item #32, Montgomery County (MPMS #17112) Woodhaven Road Project - Opposition to this project.</p>
<p>Item #33 DVRPC Goods Movement Task Force supports the DVRPC FY05 TIP.</p>
<p>Item #34 Meeting Acknowledgment</p>
<p>Item #35 (MPMS # Elwyn to Wawa</p>
<p>Item #36 Quarry truck traffic/Swamp Road/Newtown Bypass - Request that area townships, PENNDOT, and Regional Traffic Committee work together to solve traffic problems in lower Bucks County.</p>

**DVRPC FY 2005 Transportation Improvement Program
Summary of Public Comments on Draft FY05 TIP
for Pennsylvania Subregion**

(MPMS #64780) Swamp Road Corridor Improvements - Support of this project, as it is critical that Swamp road be improved to safely handle industrial traffic.

Item #37, Montgomery County
US Route 202 Bypass Project - Support for this project

Item #38, Bucks County
(MPMS #70225) Maple Avenue Reconstruction - Support for this project.

Item #39, Montgomery County
(MPMS #17112) Woodhaven Road Project - Opposition to this project. Support expressed for Tri-County Coalition's Route 1 Build Alternative.

Item #40, Bucks, Montgomery, and Philadelphia Counties
(MPMS #17112) Woodhaven Road Project - Opposition to this project. Support expressed for Tri-County Coalition's Route 1 Build Alternative.

Item #41, Bucks County
Quarry truck traffic/Swamp Road/Newtown Bypass - Supports that the Stoopville Rd. Rehabilitation project is **not** included in the TIP, as it is critical that industrial traffic be channeled to instead use the Newtown Bypass. Urges rejection of attempts to upgrade highway classification of Stoopville Road as it would then become ineligible for traffic calming measures. Also supports an initiative to haul quarry stone from the area via short line railroad.

Item #42, Bucks County
Quarry truck traffic/Swamp Road/Newtown Bypass - Supports that the Stoopville Rd. Rehabilitation project is **not** included in the TIP, as it is critical that industrial traffic be channeled to instead use the Newtown Bypass. Urges rejection of attempts to upgrade highway classification of Stoopville Road as it would then become ineligible for traffic calming measures. Also supports an initiative to haul quarry stone from the area via short line railroad.

Item #43, Montgomery County
(MPMS #48418) Allentown Road Intersection Improvement Project - Request that construction for the project be advanced from Later Fiscal Years to FY06.

Item #44, Montgomery County
(MPMS #63491) US Route 202 from Morris Rd. To Route 63 - Support for this project

Item #45, Bucks County
(MPMS #70225) Maple Avenue Roadway Reconstruction - Support for this project

DVRPC FY 2005 Transportation Improvement Program Summary of Public Comments on Draft FY05 TIP for Pennsylvania Subregion

Item #46, Montgomery County (MPMS #17112) Woodhaven Road Project - Support expressed for Tri-County Coalition's Route 1 Build Alternative.

DVRPC Member Agency Comments on the Draft FY05 TIP



Delaware Valley Regional Planning Commission

Final Version - Adopted June 2004

NJDOT Comments on the FY2005-2007 DVRPC Draft TIP
June 2, 2004

New Jersey - DVPRC Region Updates:

1. The following projects are eligible for federal bridge off system funds and their funding should be switched from STP-STU to Bridge-off. The STP-STU funds will be added to the DVRPC Future Projects item.
 - Chesterfield-Sykesville Road Bridge (DBNUM L137) CON FY06 \$1.762M.
 - Coles Mill Road Bridge (DBNUM 95010) ROW FY05 \$0.05M.
 - Hanover Street Bridge (DBNUM D9902) DES FY05 \$0.3M and ROW FY06 \$0.1M.
 - Smithville Road Bridge (DBNUM D9903) DES FY05 \$0.3M and ROW FY06 \$0.05M.
 - Wilson Road Bridge (DBNUM L165) CON FY06 \$1.0M.
2. Bridge Deck Preservation (DBNUM 03304) funding should be reduced by \$1.3M in FY05 and FY06 to coincide with the specific project listing identified by the initiating unit. The new amounts are \$3.7M in FY05 and FY06.
3. Bridge Inspection, Local Bridges (DBNUM X07E) funding should be increased by \$0.39M in FY05 and by \$0.27M in FY06 to coincide with anticipated funding requests. The new amounts are \$1.16M in FY05 and \$1.04M in FY06.
4. Bridge Inspection, State NBIS Bridges (DBNUM X07A) funding should be increased by \$1.01M in FY05 and decrease by \$0.12M in FY06 to coincide with anticipated funding requests. The new amounts are \$2.71M in FY05 and \$1.58M in FY06.
5. DVRPC Future Projects (DBNUM D026) funding increased by \$0.696M in FY05 and by \$3.456M in FY06 based on adjustments to Federal apportionments and projects switched to bridge-off funding. The new amounts are \$0.741M in FY05 and \$5.892M in FY06.
6. Metropolitan Planning (DBNUM X30A) funding increased \$0.071M in FY05 and \$0.074M in FY06 based on adjustments to Federal apportionments. The new amounts are \$1.561M in FY05 and \$1.639M in FY06.
7. Preliminary Design (DBNUM 99321) funding increased \$2.0M in FY05 based on an anticipated need for this activity in the DVRPC region. The new amount is \$5.0M in FY05.
8. Rail Highway Crossing, Federal (DBNUM X35A1) funding increased by \$0.6M in FY05 and FY06 based on adjustment to Federal apportionments. The new amounts are \$1.6M in FY05 and FY06.

9. Southard Street Bridge (DBNUM L067) construction was authorized in FY04. The low bid was \$0.572M under the engineer's estimate. The new second year construction amount for FY05 is \$6.247M.
10. Route 30 Clementon Road (DBNUM 95032) general consensus was achieved on a design scheme; therefore ROW funding should be re-instated for \$2.4M in FY05 and \$2.2M of construction funding will be shown on FY08.

Route 44 Fowler Lane Drainage (DBNUM 93204) construction cost estimate increased by \$0.379M in FY05. The new amount is \$1.4M in FY05.
12. The Route 130 Four Bridge Deck Replacements, Mercer/Burlington (DBNUM 01313) has been broken into two projects. Construction of the first two bridges will be in FY04, and construction of the last two bridges will be in FY05. The last two bridges will be known as DVRPC Bridge Deck Replacements Phase B (DBNUM 01313A) and will continue to be funded with \$2M of bridge funds.
13. Route 168 Bellmawr Boro Drainage Improvements (DBNUM 02405) has graduated from preliminary design and should be programmed for design and ROW in FY05 (\$0.5M of State funds for each) and \$2.5M of State funds for construction in FY06. In addition, \$3.5M of Other funds will be provided for construction in FY06.
14. The Routes 295, 42 and 76 Direct Connection (DBNUM 355) is scheduled for FA in FY05. The study and development section shows this project for FA; however the TIP inadvertently scheduled PD funding for FY05. The funds are not needed at this time.
15. Route 295 Tomlin Station Road to Route 45 Rehabilitation (DBNUM 00372A) preliminary design need has increased by \$0.375M in FY05. The new amount is \$2.0M in FY05.

New Jersey - Statewide Program Updates:

Access Management (DBNUM X153) has been reinstated at the FY04 funding level of \$0.25M of State funds in FY05 and FY06.

Access Permit Application Review (DBNUM X166) has been reinstated at the FY04 funding level of \$0.1M of State funds in FY05 and FY06.

3. Environmental Investigations (DBNUM X75) has been reinstated at the FY04 funding level of \$2.0M of State funds in FY05 and FY06.
4. GEOGIS Soil Boring Management System (DBNUM 03302) has been reinstated at the FY04 funding level of \$0.6M of STP funds in FY05.

5. Legal Costs for Right of Way Condemnation (DB X137) has been reinstated at the FY04 funding level of \$1.3M of State funds in FY05 and FY06.
6. Pavement Management System (DBNUM X69) has been reinstated at the FY04 funding level of \$3.0M of MIN GAR funds in FY05 and FY06.
7. Planning and Research, Federal (DBNUM X30) funding increased \$0.665M in FY05 and \$0.694M in FY06 based on adjustments to Federal apportionments. The new amounts are \$12.93M in FY05 and \$13.662M in FY06.
8. Planning and Research, State (DBNUM X140) funding has been increased to \$1.5M of State funds in FY05 and FY06.
9. Quality Assurance (DBNUM 00351) has been reinstated at the FY04 funding level of \$0.6M of STP funds in FY05 and FY06.
10. Regional Action Program (DBNUM X144) has been reinstated at the FY04 funding level of \$1.0M of State funds in FY05 and FY06.
11. Solid and Hazardous Waste (DBNUM X160) has been reinstated at the FY04 funding level of \$1.13M of State funds in FY05 and FY06.
12. Training and Technology Development (DBNUM X244) has been reinstated at the FY04 funding level of \$0.75M of State funds in FY05 and FY06.
13. Unanticipated Design, Right of way and Construction Expenses (DBNUM X11) funding has been increased to \$17.166M of State funds in FY05 and \$16.859M in FY06.

**COMMENTS BY NJ TRANSIT
ON THE DRAFT FY05 TIP FOR NEW JERSEY
6/3/04**

As part of the annual Capital TIP/STIP Development process NJ TRANSIT is proposing to make the following revisions to the DVRPC Draft TIP. None of the proposed revisions impacts fiscal constraint.

- 1.) Projects designated for funding in the Draft TIP as PRIOR-TTF should be revised to STATE. The FY05 State appropriations Bill will appropriate these funds as STATE.
- 2.) Projects designated for funding in the Draft TIP as PRIOR-FED should be revised to CMAQ-04. These are FY04 CMAQ funds.
- 3.) Prior year Earmarks and carryover balances should be included in the project text descriptions to enable Grants to be awarded in FY05. .

If further information is needed please feel free to contact me.

Thanks,
Rich

Richard D. Stoolman
Director, Capital Programming and Reporting
TEL: (973) 491-7842
FAX: (973) 491-7837
E-MAIL: RSTOOLMAN@NJTRANSIT.COM



dvrpc

► M E M O R A N D U M

Delaware Valley Regional
Planning Commission

THE BOURSE BUILDING, 8TH FLOOR ► 111 SOUTH INDEPENDENCE MALL EAST ► PHILADELPHIA, PA 19106 ► PHONE: 215.592.1800 ► FAX: 215.592.9125 ► WWW.DVRPC.ORG

MEMORANDUM

Date: June 17, 2004

To: New Jersey Members of the DVRPC Board

From: John J. Coscia, Executive Director

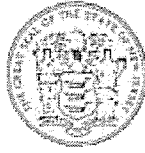
Subject: NJDOT Letter Concerning FY2007 Funding for the TIP

The attached letter just received from NJDOT informs DVRPC that the State is recommending an additional set of changes to the FY2005 Transportation Improvement Program for NJ (FY2005-FY2007) that is on the agenda for adoption by the Board on June 24, 2004. This change concerns revised federal funding estimates for fiscal year 2007.

As you are aware, the draft FY2005 TIP for NJ showed virtually no federal funding and absolutely no state funding in FY2007, reflecting NJDOT's assessment of the state Transportation Trust Fund and potential issues with federal reauthorization. NJDOT is now recommending a funding scenario for FY2007 that assumes federal funds will be available at the same level as FY2006. As a result, they are recommending that phases of projects that were "bumped" out of FY2007 to later years be restored to FY2007, to the extent of available federal funds. No new projects will be introduced, nor will FY2005 or FY2006 be modified. Staff concurs with this straightforward approach and believes it will insure that the conformity determination is not impacted.

We regret that this change could not be included in the regular Board mailing along with the rest of the recommended changes. However, we thought it best to provide this information to you as soon as possible so that you could be prepared to take action to adopt the FY2005 TIP at the Board June 24th meeting.

If you have any questions, please call Charles Dougherty (215-238-2863)



State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. MCGREEVEY
Governor

JACK LETTIERE
Commissioner

June 17, 2004

Delaware Valley Regional Planning Commission
John Coscia, Executive Director
The Bourse Building
111 S. Independence Mall East
Philadelphia, PA 19106-2515

Dear Mr. Coscia:

The New Jersey Department of Transportation (NJDOT) has previously provided you with proposed revisions to the draft Transportation Improvement Program (TIP) for fiscal years 2005 through 2007. This letter provides an additional comment, concerning anticipated revenue availability for fiscal year 2007.

As you know, the New Jersey Transportation Trust Fund is currently financed under a plan which will enable it to provide funding to NJDOT and New Jersey Transit for the next two fiscal years, 2005 and 2006. No financing plan is in place for fiscal 2007, and NJDOT has recommended that no state resources be shown in the TIP for that year. We continue to support that recommendation.

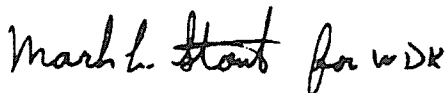
NJDOT had also recommended that no federal funds (other than a small amount of funding available for certain safety projects with 100% federal participation) be shown in fiscal 2007. This recommendation was based on the uncertainty concerning the matching requirements for federal funds that might be included in the next federal surface transportation reauthorization act. Our concern was (1) that the "soft match" provision under which New Jersey now draws down federal transportation funds might be eliminated or restricted and (2) that without a Trust Fund program we would be unable to provide a "hard match" as an alternative.

Since the draft TIP was published, NJDOT has received a number of formal and informal representations to the effect that the recommended approach for fiscal 2007 was too conservative and restrictive. For example, your Regional Citizens Committee, in their preliminary recommendations concerning the draft TIP, stated that "the third year of the NJ TIP is unacceptable at the proposed zero funding level." You have also received a detailed public comment to that effect. Other comments concerning this issue have been made in other MPO areas.

Although we consider that the original proposal for showing zero federal funding in fiscal 2007 can be justified, we agree that it is also reasonable to predict that federal funding may be available that year, even in the absence of state matching funds. We believe that it is safe to assume that a federal reauthorization bill will be enacted before fiscal 2007, and none of the legislation currently pending appears to threaten the "soft match" provisions under which New Jersey operates. It is therefore reasonable to assume federal funding for fiscal 2007 under existing arrangements. We also understand that for planning purposes it may be useful to select projects to be shown for funding for that year, even if future fiscal prospects are uncertain. Therefore, NJDOT recommends that all parties, including NJDOT, NJ Transit, DVRPC and the other MPOs, assume that federal funding will continue to be available for fiscal year 2007 at the same level now predicted for fiscal year 2006.

NJDOT is prepared to collaborate with you, along with the other metropolitan planning organizations and affected agencies, to identify those projects most suitable to take advantage of this presumed funding. Our recommendation is that these projects be selected from those already shown in the draft TIP for planning purposes in fiscal years 2008 and 2009, adding no new projects and making no changes to fiscal years 2005 and 2006. I believe it is critical that we all work to ensure that the new TIP is in place by October 1, the beginning of the next federal fiscal year, and NJDOT is prepared to provide whatever assistance is necessary to reach that goal.

Sincerely,

Handwritten signature of W. Dennis Keck, appearing as "Mark L. Stout for WDK".

W. Dennis Keck
Assistant Commissioner
Planning and Development

Elizabeth Schoonmaker

From: Hannigan, Robert [rhannigan@state.pa.us]
Sent: Wednesday, June 02, 2004 11:09 AM
To: Dougherty, Charles; Schoonmaker, Elizabeth
Cc: King, Larry; Lebo, Dennis
Subject: Comments on Draft 2005 TIP

Chick: Below are our comments on the draft 2005 TIP:

MPMS 13347 (Page 13) – In FFY 2008, the FAI funds should be \$82,362,000 instead of \$87,362,000. The toll match in FFY 2005 and 2006 account for the \$5 million difference. *Also, LFY's*

MPMS 61682 (Page 37) – In FFY 2005, the funding should not be 100% H-TE but should appear as \$600,000 H-TE and \$150,000 TOLL-MAT.

MPMS 65922 (Page 239) – The title and scope of this project was officially changed earlier (East Coast Greenway/US 13 Pedestrian Bridge) and the project write-up should be revised to include the correct information. Also, the project is now located in Bucks County.

MPMS 57659 (Page 73) – In FFY 2008, the construction cost should appear as 80% federal Spike funds and 20% other federal toll match instead of 80% federal Spike funds and 20% local match. All the pre-construction phases are to be funded by the developer and the construction with 100% federal.

- o MPMS 70227 (Page 92) – In FFY 2005, the construction cost should appear as 80% federal Spike funds and 20% federal Spike toll match instead of 80% federal Spike funds and 20% local match. Also, there should be no cost showing in the Later FYs.

MPMS 16114 (Page 129) – The Blair Mill Road project should not appear in the TIP. This project has been stopped and there are no current active phases of the project.

MPMS 16585 (Page 147) – In FFY 2006, the cost should appear as \$400,000 TOLL-MAT, \$399,000 DEMO, and \$1,201,000 CMAQ. The toll match needs to come from both the DEMO and CMAQ funds not from just the CMAQ as the draft TIP shows.

MPMS 71174 – The final design phase of the PA 29/PA 113 Arcola Rd/Mennonite Road project should be added to the TIP in FFY 2005 at a cost of \$1,261,000 in local funds. It is necessary to add this phase to the TIP so the project can be assigned a project manager by the District. The utility and construction phases can be shown in the Later Years with costs as follow: Utility - \$250,000 federal funds and \$250,000 local funds, Construction - \$5,228,000 federal funds and \$6,015,000 local funds. The intent of the project sponsors is to get federal earmarks for the federal share of the cost. Upper Providence Township has sent a letter to the Montgomery County Planning Commission stating that they will make-up any shortfall in federal funds that are not provided in a federal earmark.

If you have any questions on the above, please call me

Robert C. Hannigan

Robert C. Hannigan
Center for Program Development and Management
Pennsylvania Department of Transportation
Phone (717) 787-2358
Fax (717) 787-5247

6/2/04

Elizabeth Schoonmaker

From: Brahler, Richard G. [rgbrahler@co.bucks.pa.us]
Sent: Thursday, June 03, 2004 3:31 PM
To: Elizabeth Schoonmaker (E-mail)
Cc: Johnson, David P.
Subject: Bucks County's Comments on the draft TIP

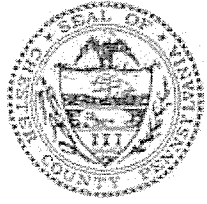
Elizabeth,

The following are Bucks County's comments on the draft TIP:

- MPMS #13340 title should be Headquarters Road (Bridge).
2. MPMS #13342 title should be Delaware Rd (Bridge) and municipality should be Riegelsville.
3. MPMS #13477 title should be Lower State Road (Bridge).
4. MPMS #13609 add Buckingham Twp. to municipalities.
5. MPMS #13716 title should be Headquarters Road (Bridge).
6. MPMS #13742 title should be Hellertown Road (Bridge).
7. MPMS #13762 title should be West Maple Avenue (Bridge).
8. MPMS #13765 municipality is Hilltown Twp.
9. MPMS #47395 municipalities should be Warrington and Doylestown twps.
10. MPMS #49315 take Quakertown borough out of municipalities.
11. MPMS #50634 title should be County Line Road Restoration.
12. MPMS #57625 remove install signalization from description.
13. MPMS #59496 title should be Bridge Road (Bridge).

Richard G. Brahler, Jr., Senior Transportation Planner
Bucks County Planning Commission
1260 Almshouse Road
Doylestown, PA 18901
(215) 345-3427/(215) 345-3886 fax

rgbrahler@co.bucks.pa.us



THE COUNTY OF CHESTER



COMMISSIONERS:

Carol Aichele
Andrew E. Dinniman
Donald A. Mancini

WILLIAM H. FULTON, AICP
Executive Director

PLANNING COMMISSION

Government Services Center, Suite 270
601 Westtown Road
P.O. Box 2747
West Chester, PA 19380-0990
610-344-6285
Fax: 610-344-6515

May 28, 2004

John Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building – 8th Floor
111 South Independence Mall East
Philadelphia, PA 19106-2515

Re: 2005 Draft TIP

Dear Mr. Coscia

This letter is intended to provide the Chester County Planning Commission's final comments on the draft 2005 Transportation Improvement Program (TIP), as part of the public input process.

While this TIP represents a fiscally responsible program that was developed after many months of input and negotiations, it is important to reiterate an obvious concern that the current funding levels do not address our full transportation needs. We accept the reality of these funding limits and the negotiation process, but we need to express to you, as you have to PennDOT, that the costs of our transportation needs far exceed what is anticipated to be available.

Attached is a list of technical comments and a copy of the map with our suggested corrections and changes. Most of the comments are minor in nature. Our one major issue concerns the CMS package for the US 202 Section 300 project.

It is our understanding that the draft TIP contains all necessary funds for the CMS package. However, some of the funds need to be shifted from the later years to 2005 and 2006. Specifically, \$1.4 million are needed in 2005, and \$1.704 million in 2006. Another \$1.679 million will be needed in 2007, but are assumed to be included with the Section 320 line item (MPMS 64494). Another \$1.697 million are assumed to be included for CMS in 2008 in the line item for Section 330 (MPMS 64498).


JUN 01 2004

DELAWARE VALLEY
REGIONAL PLANNING
COMMISSION

Page: 2
May 28, 2004
Re: 2005 Draft TIP

We appreciate the opportunity to provide comments.

Sincerely,



William H. Fulten, AICP
Executive Director

WHF/LIW/kp

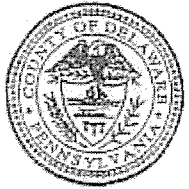
Enclosures

cc: County Commissioners – map not included
Wayne Rothermel, Commissioners – map not included
Larry King, PennDOT – map not included
Greg Brown, PennDOT District 6 – map not included
Robert Hannigan, PennDOT – map not included
Cathy Popp-McDonough, SEPTA – map not included
Charles Dougherty, DVRPC – map not included

Technical Comments on the DRAFT 2005 TIP
 Provided by the staff of the Chester County Planning Commission
 May 2004

MPMS	COMMENT
14055	The description for the Copes bridge project should indicate this is an historic, stone arch bridge of significant historical value.
14200	This bridge is on Frog Hollow Road. The name of this section of road was change several years ago from Hephzibah Hill Road to Frog Hollow Road. In the detailed description it should be noted that this is Speakman's Bridge # 2.
14272	The description should indicate this is County Bridge 248.
	"Whte" in the description should be White.
	The description should indicate this bridge is part of the Bicycle PA Route L.
14484	The wording in the description does not match with the funds in the Later Fiscal Years column. If PennDOT wants to have "0" funds in later years the wording should say... "Once the environmental document is completed and a project is recommended, funds in later years will be identified." If PennDOT wants to hold the current comment in the description then an amount should be shown in the Later Fiscal Years column.
15385	This section number is technically "ES1."
47407	This is probably referring to a bridge over a tributary of the west branch of the Brandywine Creek in Newlin Township not Warrington Township.
47979	In the description, "bridge" should be added in this context...project consists of traffic, bridge and circulation components. Another project description was provided by email several weeks ago.
47982	Eliminate "Narrow b" in the description.
61690	Add this note in the description. "This project will be combined with the TIP project 62863."
64494 or other US 202 Section 300 project	Funds for the CMS package need to be advanced to 2005 and 2006. (See cover letter.)
	The description should indicate that this is US 322. This is a metal grid deck bridge that has a narrow cartway and is part of the BicyclePA Route "L."
69916	A better description is needed for this project that was added by PennDOT. This might be Gap Newport Pike or PA 41. Knight Run does not appear to be in Atglen Borough.
69917	A better description is needed for this project that was added by PennDOT. This might be Gap Newport Pike or PA 41.
69918	A better description is needed for this project that was added by PennDOT.
69919	This might be PA 372.
70241	The "Highway priority 3" in the description can be eliminated.
59917	The description is not clear that this is only the SEPTA portion of project.

60313	End-points should be changed to Trenton and Thorndale.
-------	--



DELAWARE COUNTY PLANNING DEPARTMENT

COURT HOUSE/GOVERNMENT CENTER
201 W. Front St. Media, PA 19063

COUNCIL

TIM MURTAUGH
CHAIRMAN

ANDREW J. REILLY
VICE CHAIRMAN

NDA A. CARTISANO
ARY ALICE BRENNAN
CHAE V. PUPPIO, JR.

Office Location: Toal Building, 2nd & Orange Sts., Media, PA 19063
Phone: (610) 891-5200 FAX: (610) 891-5203
E-mail: planning_department@co.delaware.pa.us

JOHN E. PICKETT, AICP
DIRECTOR

May 28, 2004

TIP05 Comments

Delaware Valley Regional Planning Commission
Public Affairs Office
111 South Independence Mall East
Philadelphia, Pennsylvania 19106

Delaware County Planning Department staff has reviewed the draft FY 2005-2008 Transportation Improvement Program for the Pennsylvania portion of the DVRPC region and we have the following comments.

1. Pennsylvania Department of Transportation District 6-0 requested that PennDOT's Bureau of Design and the Federal Highway Administration discontinue the Baldwin Station and Parking Lot project (MPMS #14842). This request was made without consultation with SEPTA, which would construct and operate the station and parking lot, and Delaware County. While we recognize that the litigation in the Pennsylvania Public Utility Commission and U.S. District Court may not be resolved immediately, we object to the way District 6-0 handled this situation and recommend that the project remain in the TIP pending the Court decision.
2. On page 6 of the Program Summary, DPW stands for Department of Public Welfare.
3. Delaware County map: 15408, 47990, 57772, 64791, 69816, and 70246 are shown in the wrong locations. The thirteen projects listed as "not mapped" should be mapped. Three additional projects (70228, 70229, and 15385 Route 202 listed in Chester County) not shown should be shown. The traffic route number to the left of 64791 should be Route 320, not 252.
4. Regional Public Transit map: 59917 should be mapped.



TIP05 Comments

May 24, 2004

Page 2

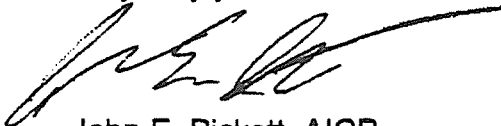
5. MPMS #15299 Concord Rd. bridge: limits should be "over SEPTA Chester Creek Branch rail line."
6. MPMS 15345 PA 252, Providence Rd. description: add "sidewalks" after "bicycle lanes." Add "and possibly new signal at Providence/Palmer's Mill Road intersection" at end.
7. MPMS 15406 PA 452, Market Street (Bridge): remove "T" from title.
8. MPMS 15468 Concord/Baldwin Run title: add "Road" after "Concord."
9. MPMS 15477 I-95/Rt. 322 Conchester Hwy. Interchange: The title should be "I-95/Conchester Highway Interchange and Area Improvements." In August 2003, I requested a change to the description of this project in a letter to Greg Brown (copy to Chick Dougherty). The description to which we agreed should be used in the FY 05 TIP with appropriate changes to reflect the change in title and use of PE funds; it is as follows: "PE to develop solutions for (1) improving access to I-95 and US 322 from three industrial parks north of I-95 (Bridgewater Road extension from Concord Road to PA 452) and (2) upgrading the interchange of I-95, US 322 (Conchester Highway), and Highland Avenue. Included would be improvements to the eastbound 322 movement to northbound I-95, and new movements from eastbound 322 to southbound I-95 and southbound Highland Avenue to northbound I-95."
10. MPMS 47409 Rt. 291/Gov. Printz/Essington (Bridge) title: add "Blvd." After "Gov. Printz." Add "Ave." after "Essington."
11. MPMS 47988 Locksley Rd. (Bridge) description: change "has a 3-ton weight limit" to "is closed to traffic." A TIP administrative action this month will move final design, right-of-way, and utility work to FY 04; should this be reflected in the FY 05 TIP?
12. MPMS 57778 Concord Twp. Closed Loop System: add "US 1 and US 202" at end of title.
13. MPMS 65911 Marcus Hook Streetscape: change 1st sentence of description to "Landscaping, construction of East Coast Greenway multi-use path, and reduction of through lanes from 4 to 2."
14. MPMS 68027 U. Darby Twp. (Rt 1) Closed Loop Signal: change 1st sentence of description to "Funded through the 2002 DVRPC Competitive CMAQ

Program, construction of a fiber optic closed loop. .”(continue existing language).

15. MPMS 69665: in title, “Rock” should be “Rocky.” Township is Chadds Ford, not Birmingham.
16. MPMS 69816 US 322:US 1 to Featherbd La: in title, limits, and description, correct spelling is “Featherbed.”
17. MPMS 69817 US 322:Feathrbd – Cherry Tr: In title, correct spellings are “Featherbed Lane” and Cherry Tree Road.”
18. MPMS 69818 US 322:Cherry Tree to I95: In title and limits, correct name is “Cherry Tree Road.”
19. MPMS 70228 MacDade Boulevard (SR 2006/I-476 Ramp): In description’s next-to-last sentence, add “signalized” after “access.” Change last sentence to “A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents.”
20. MPMS 70246 PA 420 Congested Corridor Improvement: In limits, SR number should be 2016.
21. MPMS 36927 Railroad/Highway Grade Crossings: In description, the list of projects under “\$2.755 million drawn down for the...projects in Delaware County” should not include School Lane or Edmonds Ave. There are 10 crossings being outfitted with crossings gates and signals this year.

Thank you for your consideration. Please contact Tom Shaffer if you have any questions.

Very truly yours,



John E. Pickett, AICP
Director

Elizabeth Schoonmaker

From: Bagley, Leo [LBAGLEY@mail.montcopa.org]
Sent: Thursday, June 03, 2004 11:16 AM
To: 'Eschoonmaker@dvrpc.org'
Subject: TIP-Plan Comments

Elizabeth,
Montgomery County supports the Proposed Plan Amendment for US-422 Widening from US-202 to Limerick.

We have the following TIP comments:

#16632--Change the name of project to Meadow Bridge; the Hospital Bridge is #16631 which is titled Lower Farm Rd bridge. The design for #16632 is being done in-house by DCNR and will not require state bridge funds.

#63491--Spike funds are not shown for this project.

#64026--Spike funds are not shown for this project.

#59434--Check the phase designations and costs for ROW and FD. In the current TIP, \$689,000 is shown for FD rather than ROW as shown in this draft.

#16114--Should this project still be shown if Penndot has dropped it?

#48187--Move the \$400,000 federal in ROW to #16577 in same year. County will provide the local match for this project.

Thank you for the opportunity to comment.

Leo Bagley

Confidentiality Notice: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, forwarding or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

Elizabeth Schoonmaker

From: Jacob P. Malikkal [jmalikkal@dvrpc.org]
Sent: Monday, April 26, 2004 9:21 AM
To: Gregory Brown (E-mail); Elizabeth Schoonmaker (E-mail)
Cc: John Wood (E-mail)
Subject: FW: Project descriptions - Montgomery County TIP

Elizabeth and Greg-

Montgomery County Planning Commission has provided me with project descriptions (changes from the current TIP descriptions) for their projects. The changes are as shown below. They have also asked me to split the current work under MPMS No. 16706 CROSS COUNTY TRAIL, PHASE I into one other project as shown below. This will help with the coordination of the environmental review and construction of the projects. It's not a scope change but rather a splitting up of the work.

Jacob P. Malikkal, PMP
Project Implementation Coordinator
Delaware Valley Regional Planning Commission
The Bourse Building
111 S. Independence Mall East
Philadelphia, PA 19106-2582
(215) 238-2923 phone
(215) 592-9125 fax
jmalikkal@dvrpc.org
www.dvrpc.org

-----Original Message-----

From: Wood, John [mailto:JWOOD@mail.montcopa.org]
Sent: Friday, April 23, 2004 12:35 PM
To: 'JMalikkal@DVRPC.Org'
Cc: Bagley, Leo
Subject: Project descriptions - Montgomery County TIP

Here are revisions to the TIP project descriptions:
MPMS# 16694 - SCHUYLKILL RIVER TRAIL
AQ Code: X - Longford Road to Pa. 29
Construct multi use Trail on Canal Tow Path

This project involves the restoration and rehabilitation of the existing Mont Clare section of the Schuylkill Canal tow path so that it can support the multi use trail. This work will require the restoration to its original prism along the canal's riverside edge, removal of trees and stabilization of the towpath area as needed to support the trail facility and prevent future "slumping". The approximate one (1) mile section will include restoration of a boardwalk/bridge over an existing weir facility, the restoration of the weir, as needed and the installation of gates, signage and fencing as needed to enhance the Trail experience. The project will connect to existing trail heads at both ends.
Upper Providence Township

Use existing TIP spreadsheet figures for funding

MPMS# 6706 CROSS COUNTY TRAIL, PHASE I
Two Bridges in Plymouth meeting

The project includes the design, ROW, and construction for two bridges in Plymouth Meeting. Due to extremely heavy auto traffic, bridges will be constructed over Germantown Pike and Flourtown Road. These bridges will connect to existing trail sections, that are being built by Montgomery

County under 100 % local funding. This project is part of a larger effort to provide a cross-county trail from the Schuylkill River Trail (previous federal project) to Bryn Athyn and connections to other trails, such as the Wissahickon Trail and the Pennypack Trail. Eventually the project will connect to trails in Bucks and Chester Counties.
Plymouth, Whitemarsh Townships

Use existing funding spreadsheet from the TIP (We will receive costs from Gannett Flemming)

(new MPMS# needed) CROSS COUNTY TRAIL, PHASE II
Fort Washington to Bryn Athyn

This project is for design, ROW, and construction of an approximate nine (9) mile paved commuter and multipurpose recreation trail from Fort Washington to Upper Moreland, Montgomery County. The project will involve the construction of the Trail, various bridges, road crossings, trail heads, and connections to other trails. The project is part of a larger effort to provide a cross-county trail from the Schuylkill River Trail (previous federal project) to Bryn Athyn and connections to other trails, such as the Wissahickon Trail and the Pennypack Trail. Eventually the project will connect to trails in Bucks and Chester Counties.
Whitemarsh, Upper Dublin, Upper Moreland

Use existing funding spreadsheet from the current TIP. (after we receive costs from Gannett Flemming for the bridges, we will use remainder design, ROW, and construction for this project and then update the costs in the two year update - '06)

MPMS #65909 PERKIOMEN TRAIL
Young property acquisition

This project is the acquisition of property for use as trail head facility and buffering for the existing Perkiomen Trail, including related costs associated with the acquisition.
Upper Salford Township

Use existing TIP spreadsheet information

MPMS#16585 PERKIOMEN TRAIL
Bridge 99 restoration and trail extension

The project is the restoration and rehabilitation of an existing stone arch bridge for use in making a safe connection for the existing Perkiomen Trail. The job will include construction of historically sensitive design, signage and fencing or railings, as needed for safety of the trail user. Additionally, this project will include the extension of the trail from its existing end at Green Lane Borough to the County's Green Lane Park.
Marlborough and Upper Frederick Townships and Green Lane Borough

Use existing TIP spreadsheet information

MPMS#64335 SCHUYLKILL RIVER TRAIL
Oaks Bridge

Use existing description and existing TIP spreadsheet information

Elizabeth Schoonmaker

From: Michelle.Webb@phila.gov
Sent: Wednesday, June 02, 2004 2:57 PM
To: eschoonmaker@dvrpc.org
Subject: Draft FY05 TIP comment

Hi Elizabeth,

I have a comment to add for the draft FY05 TIP regarding MPMS#70220, Schuylkill River Park Ramp. The TCSP funds that are currently shown for the 'ENG' phase will be obligated in FY04 for the PE phase of the project. The amount available in FY05 should be reduced accordingly. The remaining LOCAL funds (\$300,000) should remain in FY05 but should be shown for the FD phase. CON funds should remain in Later FYs.

Fiscal constraint will be maintained because the FD funds are local.

Michelle

Michelle Webb, AICP
Transportation Planner
City of Philadelphia Department of Streets
830 MSB
1401 JFK Boulevard
Philadelphia, PA 19102
Phone: 215.686.5548
Fax: 215.686.5182



June 3, 2004

Mr. John Coscia
Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building, 8th Floor
111 Independence Mall East
Philadelphia, PA 19106-2515

Dear Mr. Coscia:

This letter is intended to provide the Southeastern Pennsylvania Transportation Authority's (SEPTA) comments on the draft 2005-2008 Transportation Improvement Program (TIP), as part of the public input process.

Attached is a list of technical comments. These comments request that selected changes be made to project descriptions. Comments related to MPMS #s 60313 (Cross County Metro) and 60638 (Regional Rail Car Acquisition) have already be electronically submitted. These comments are repeated in the attachment to provide a consolidated submission from SEPTA.

Thank you for the opportunity to provide comments on DVRPC's Draft FY 2005-2008 Transportation Improvement Program.

Sincerely,

A handwritten signature in cursive script that reads "Catherine Popp-McDonough".

Catherine Popp-McDonough
Manager, Capital Grant Development

cc. Gregory Brown – PADOT
Richard Burnfield – SEPTA
Charles Dougherty – DVRPC
Robert Hannigan – PADOT
E. Schoonmaker – DVRPC ✓
K. Zubrzycki – SEPTA

Attachment

Volume 1 – Executive Summary

On Page 11, Figure 4 includes cost summary pie charts, which illustrate the breakdown, by County and Operator, of the Pennsylvania program. Can there be a pie chart created that would illustrate the amount of the TIP that is programmed for projects that represent maintenance or operating costs versus capital projects? This may also apply to Figure 2 for the New Jersey portion of the TIP. SEPTA will be happy to meet with DVRPC staff to further discuss this request.

Volume III – Pennsylvania TIP

Highway Section –

Page 27- Bucks County - MPMS# 17918 – I95 Transit Improvements/Flex –

The project description indicates “Rail and Station Infrastructure improvements, rolling stock, switches and bus shuttle service at Cornwell Station.”

It is SEPTA’s understanding that this project will provide funding only to continue shuttle bus operations between the R7 Cornwells Heights and adjacent PADOT park and ride lot. Pending approval from PADOT, we recommend the TIP description be revised accordingly.

Transit Section –

Page 6 – MPMS# 60255 – State of Good Repair Initiatives – Project Description.

In lines 3, 9 and 13, please change wording from “proposed” to “projects selected/proposed.”
In line 6, please add to the sump pump locations: “44th Street on the MFSE line.”

Page 11 – MPMS#60313 – Cross County Metro – Project Description.

Last Paragraph, Change “The Fiscal Year 2005 funding indicated below represents a carry over...” to “The funding listed in Later FYs below represents a carry over ...”

Page 14 – MPMS# 60540 – Rail Stations and Parking Program – Project Description.

Under R6 Norristown Line - Conshohocken Station – Change from “Parking Station” to “Parking Expansion.”

Page 17 – MPMS#60556 – Eastwick Transportation Center – Project description.

Paragraph 1, Line 3, change “service” to “serve.”

Paragraph 2, Change sentence “One location being considered is approximately one-half mile from the current station location on Island Avenue” to “One location being considered is on Island Avenue, which is approximately one-half mile from the current station location.”

Paragraph 3, Add “were” between the words “improvements” and “funded.”

Page 18 – MPMS#60557 – Strategic Business Plan – Project Description.

Paragraph 4, Line 2, change “ADA” to “Paratransit.”

Page 21 - MPMS#60574 – Paoli Transportation Center – Project Description.

Paragraph 1, Line 6, change “wait” to “waiting.

Page 23 – MPMS#60599 – Paratransit Vehicle Purchase – Project Description.

Last line – Change “service” to “serve.

Page 29 – MPMS#60638 – Regional Rail Car Acquisition – Project Description.

Line 1, Change “approximately 100 new rail cars” to “up to 104 new rail cars.

Line 12, Change “sustem” to “system.

Line 14, Change “accomodating” to “accommodating.”

Page 33 – MPMS#65612 – SEPTA Safety and Security Improvements – Project Description.

Paragraph 1, Change “measure” to “measures” and “the’ to “its.”

Add new paragraph as Paragraph 2 -

“Currently, SEPTA and the five southeastern Pennsylvania counties of Bucks, Chester, Delaware, Montgomery and Philadelphia, operate on five independent communications infrastructures. Department of Homeland Security funds will be used to develop an interoperable communications network for SEPTA Police to communicate with police departments and emergency response teams throughout the five counties.”

New paragraph 3,

Line 6, Add “the” before the word “City.”

Line 7, Add “and” between “communications” and “interface.

Line 8, delete “the” before the word “City.”

Elizabeth Schoonmaker

From: Robert Ihlein [rihlein@pottstown.org]
Sent: Thursday, June 03, 2004 4:34 PM
To: 'Elizabeth Schoonmaker'
Cc: Jack Layne
Subject: RE: TIP Comments

Hello Elizabeth,

On behalf of the Borough of Pottstown, the Borough Manager and I would like to solicit the continuing support of DVRPC, Montgomery County, and all other municipalities and agencies for the two projects listed for Pottstown, i.e., the Pottstown Area Transit System Operating Assistance and the Pottstown Area Signal System Upgrade.

We will have some technical/descriptive changes regarding the transit system that will be forwarded to you in the near future.

Best regards,

Robert E. Ihlein
Assistant Manager, Borough of Pottstown

100 East High Street, Pottstown, PA 19464
Phone: 610-970-6515 Fax: 610-970-6513 Cell 610-960-0658

-----Original Message-----

From: Elizabeth Schoonmaker [mailto:eschoonmaker@dvrpc.org]
Sent: Tuesday, June 01, 2004 4:27 PM
To: Andrew Carten (E-mail); Bob Wisniewski (E-mail); Brian Cuccia (E-mail); Carol Thomas (E-mail); Cathy Popp-McDonough (E-mail); Cheryl Brennan (E-mail); Curt Noe (E-mail); Dave Johnson (E-mail); Deborah Schaff (E-mail); Lee Whitmore (E-mail); Leo Bagley (E-mail); Linda Hayes (E-mail); Michelle Webb (E-mail); Morris Bayer (E-mail); Nick Angarone (E-mail); Pottstown Urban Transit (E-mail); Tom Shaffer (E-mail); Bob Hannigan (E-mail); Greg Brown (E-mail); Tom Wospil (E-mail)
Cc: 'Chick Dougherty'
Subject: TIP Comments

This is a friendly reminder that the 30 day public comment period for the FY05 TIP is coming to a close this Thursday, June 3. If you have comments to be included as part of the public record, please e-mail or snail-mail them to me.

To date I have received comments from:
City of Philadelphia
Montgomery County (technical/descriptive corrections only)
Chester County
PENNDOT

Thank you all for your attention. Please note that technical/descriptive corrections are still welcome through the beginning of July as I will be pulling together the final document over the summer. If you are inclined to review and expand project descriptions it is most appreciated.

Elizabeth

Our Mission:

To operate and manage a safe, reliable, cost effective and valued toll road system.



Pennsylvania Turnpike Commission

America's First Superhighway

Engineering Department
P.O. Box 67676
Harrisburg, PA 17106-7676

Phone: (717) 939-9551
Fax: (717) 986-9645
http: www.paturnpike.com

May 27, 2004

Mr. John J. Coscia
Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building
111 South Independence Mall East
Philadelphia, PA 19106-2515

**Re: 2005-2008 Transportation Improvement Program
I-95/Pennsylvania Turnpike Commission**

Attn: Charles Dougherty

Dear Mr. Coscia:

The purpose of this letter is to provide comments regarding the DVRPC draft FY 2005-2008 Transportation Improvement Plan for the I-95/PA Turnpike Interchange Project.

The proposed draft TIP currently available for public comment does not extend the use of the toll credit match beyond the design phase of the project. We request that you shift the turnpike funding match from fiscal years 2006 and 2007 into fiscal year 2008 and indicate toll credit match in fiscal years 2006 and 2007 as indicated on the attached draft table.

The Turnpike received approval from the Department of Transportation on July 8, 2003 for the use of toll credits to match the available federal funds for the I-95 project. We believe it is prudent to utilize the federal funds available to the project prior to utilizing other funding sources until such time as the federal funds have been exhausted. This strategy will allow us to maximize the use of PTC funds for other priority projects in the region such as widening and rehabilitation of the Turnpike from Valley Forge to the Northeast Extension, rehabilitation of the Norristown Interchange, replacement of the SR202 and Flint Hill Road bridges over the Turnpike, widening and reconstruction of the Northeast Extension from Mid-County to the Lansdale Interchange and the Route 29 slip ramps.

We assure you that the Pennsylvania Turnpike Commission is committed to the advancement of the I-95 project to its completion utilizing a combination of all sources of funds including federal funds, toll credit match, additional federal appropriations, state, local and turnpike funds at such time as they become available and required.

If you have any questions regarding the request for revision to the draft 2005 TIP, please contact Jeff Davis at 717/939-9551, Extension 5160 or Tim Smith at Extension 5290.

Sincerely

A handwritten signature in black ink, appearing to read "Alexander R. Jansen".

Alexander R. Jansen, P.E.
Chief Engineer

ARJ/mas
attachment

This interstate gap completion project will join together I-95 and I-276 in Pennsylvania and facilitate a revised routing of I-95 in PA and NJ. The project involves a full interchange between I-95 and the PA Turnpike, the relocation of toll plazas, widening I-95 between PA 413 and US 1 from two lanes in each direction to three, and widening the Turnpike between US 1 and US 13 from from two lanes in each direction to three. This is a partnership project of the PA Turnpike, PennDot and FHWA. A Major Investment Study was completed in 1997, the EIS was completed in 2002 and a Record of Decision was issued at the end of 2003. Recent estimates put the total project cost at about \$506 million (not including costs associated with the construction of a new bridge or the reconstruction of the existing bridge.) Over \$222 million in Federal Aid interstate construction (FAI) funds are reserved for the project. Remaining funds will be provided by the PA Turnpike and through other State and Federal sources. Costs related to the Delaware River Bridge (currently estimated at \$100 million) will be pro-rated between PA and NJ and are tentatively scheduled between 2012 and 2016.

This project contains ITS elements.

TIP PROGRAM YEARS (\$ 000)						
Phase	Fund	FY2005	FY2006	FY2007	FY2008	Later FYs
FD	TOLL-MAT	2,500				
FD	FAI	22,500				
FD	FAI		22,500			
FD	TOLL-MAT		2,500			
UTL	FAI		1,800			
UTL	TOLL-MAT		200			
ROW	FAI		7,740			
ROW	TOLL-MAT		860			
CON	FAI		19,800			
CON	TOLL-MAT		2,200			
UTL	FAI			5,400		
UTL	TOLL-MAT			600		
ROW	FAI			7,650		
ROW	TOLL-MAT			850		
CON	FAI			45,000		
CON	TOLL-MAT			5,000		
UTL	FAI				3,600	
UTL	TOLL-MAT				400	
CON	FAI				72,253	
CON	DEMO				14,930	
CON	TPK				26,475	
Fiscal Year Total		25,000	57,600	64,500	117,658	0
			Total FY2005-2008		264,758	

Part C

DVRPC MEMBER AGENCY RESPONSES TO COMMENTS MADE ON THE DRAFT DVRPC FY2005 TRANSPORTATION IMPROVEMENT PROGRAM

Final Version - Adopted June 2004

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by NJDOT

Item #A 6-G, #A 4-H, # A 7

Bike/Ped Issues - All projects strive for bicycle/pedestrian compatibility

Item #A 1-H.

Deptford Mall Area Improvements- NJDOT will be studying this area of Route 55 in New Jersey in the near future.

Item #A 2-H.

Roundabouts and Circle Re-Evaluation - NJDOT agrees and has modified a number of circles.

Item #A 3-H.

Convert Brooklawn Circle to Roundabout - NJDOT is working toward this suggestion.

Item #A 6-H.

Bike Racks in Trenton - Bike racks are considered in the development of streetscape improvements.

Item NJ #1, NJ #2

Signage Recommendations and Intersection Improvement - We have looked at the Rt. 73 signing and the Rt. 42/CR689 issues. We believe that these are good suggestions and will put them on our to-do list. The 42 issue will require some data collection, traffic counts, crashes, etc., and then analysis. The Route 73 signing will be added to our Special Projects group.

Based on our current backlog, it could be 120 days before a determination of the Route 42 area is made. The Route 73 signing may be sooner.

Item NJ #3

Intersection Improvement - NJDOT will consider this project in the near future.

Item NJ #4

Exit Ramp Improvement - NJDOT is currently studying this interchange as part of a larger study.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item NJ #5

Route 45 Congestion - Although this project does not appear in the FY05 TIP, NJDOT will consider this suggestion.

Item NJ #6

FY07 Programming Concerns - Federal funding will be programmed in FY07 for both the New Jersey Highway and Transit Program. See the memo from DVRPC Executive Director John Coscia and subsequent letter from Dennis Keck, NJDOT Assistant Commissioner of Planning and Development, which are attached and included at the end of the section titled "DVRPC Member Agency Comments" in Volume IV.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by Burlington County

Item #A 8-H

Bike/Ped in Burlington County -

The only road project on the FY 2005 TIP which is a Burlington County lead is DB# D 9912 South Pemberton Road. The existing section of this 4-lane roadway which will be widened is about 2.8 miles in length. Currently carrying 24,000 cars per day at 45 mph, this road is heavily developed on the west side and has preserved farmland on the east, limiting the acquisition of additional ROW. We will be adding a center left turn lane and 8' shoulders for the entire length. There are no shoulders along the existing roadway. Because of the speed and volume of traffic, pedestrian and bicycle use of the shoulders will be possible but not encouraged.

Other Burlington County lead projects on the FY 2005 TIP including DB# D9902, Hanover Street Bridge and DB# D9903, Smithville Road Bridge will include sidewalks on the structures.

DB# 02390, Delaware River Heritage Trail is a bicycle and pedestrian trail the length of the County, paralling the Delaware River.

DB#98346 Kinkora Branch Bridges, Removal. Although not a County lead, Burlington County has requested (and received permission to construct) a bike and pedestrian trail under the new structures. This trail will be constructed in a 15' x 15' box culvert and will then follow the abandoned Kinkora Branch of the Camden and Amboy RR into Springfield Township and possibly beyond.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by NJ TRANSIT

Item #A 5-G

Improved Coordination between New Jersey Transit Agencies - NJ Transit continues to be prepared to coordinate with the other transit operators in the DVRPC area. However, to ensure success, it is necessary for DVRPC to determine if the other agencies have an equal willingness and around what issues would we coordinate. We have attempted to reach out to these other agencies on some specific issues and have not met with great eagerness to do very much.

Item #A 1-T

Computer Information Systems - NJ Transit is very interested in equipment locating and monitoring systems and traveler information systems. We have plans to upgrade the radio-based communications installed years ago with newer technology. We are improving our ticket vending machines now to decrease the transaction times and as soon as funds become available plan to undertake a more substantial improvement plan. We have many needs competing for limited capital funding so improvement to technology need to be balanced against other needs like replacing aged buses and purchasing enough rail equipment so we can accommodate the increased rail ridership we have experienced on our rail services.

Item #A 2-T and A4-T

Service into Philadelphia and Transit Travel Time Goals - NJ TRANSIT shares the goal of reducing travel time to be competitive in the marketplace. We believe that all highway investments and improvements should examine the practicality for treatments for exclusive bus lanes, bus pull-outs, signal priority, etc. Otherwise, buses are stuck in the same traffic as all other vehicles. Published warrants for priority treatment are usually higher in terms of the number of buses per hour than is operated by NJ TRANSIT in the New Jersey subregion. NJ TRANSIT must balance the request for express bus service with the need to serve many places and to provide connecting links and timed transfers so that people can travel to many parts of the region by transit. In some cases, the goals of mobility/connections are in conflict with the fastest possible travel time. In the end, NJ TRANSIT balances goals of increasing ridership and revenue, realistic service frequency and operating cost recovery in our ongoing service planning and scheduling.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #A 3-T

NJ TRANSIT Service into Philadelphia - NJ TRANSIT has repeatedly considered extension of bus service to the Penn Center area of the Philadelphia central business district. Particularly NJ TRANSIT has found that:

- (1.) Bus stops on the existing route have significant usage and must be retained.
- (2.) The present routing is a "loop" and the further west you go, the larger the loop becomes. Existing riders boarding along Market Street East would experience additional travel time when destined for New Jersey.
- (3.) An enlarged route will encounter additional traffic congestion.
- (4.) The SEPTA subway surface routes and SEPTA buses provide options for west of Broad Street.
- (5.) Riders want to board and alight along Market Street.

Item #A 5-T

Data Uses - NJ TRANSIT uses far more data than just Census, cordon studies and parking studies to plan service. We have extensive outreach to communities, employers, TMAs, counties, schools, etc. that also provide us with information on key travel demands. We utilize the DVRPC model and future forecasts extensively in evaluating current and future demands. We have prepared a detailed set of criteria that define transit-supporting land uses, which have been adopted in the current State Plan.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #A 6-T

“Whistle Bans” - NJ TRANSIT is doing the following on the River LINE relative to horns at grade crossings: There are a minimum of 52 highway / railroad grade crossings on the River LINE that will meet the FRA requirements for horn blowing on December 18 2004. Because crossings are bi-directional these 52 crossings generate 104 instances of horn blowing for a single trip in each direction. Beginning on Dec. 31, 2003 and continuing to current date, we have designated certain of these crossings as "bell only" crossings based on the adoption of specific operating rules. This has eliminated horn blowing at 25 locations (in one direction or the other, or in both directions). It is our plan to ask the FRA for a waiver from the horn blowing regulation at these crossings.

Additionally, we are in the process of updating all of the River LINE grade crossing inventories, including motor vehicle traffic counts provided by county engineers, and uploading this information to the FRA. These inventories are a critical part of the FRA's new quiet zone calculator and without this information municipalities can not use the calculator to determine if they can create a quiet zone. We will work cooperatively with municipalites to explore ways to create quiet zones where they comply with the new FRA regulations.

Item #A 7-T and #A 8-T

Improve South Jersey Rail Service and Connectivity of Rail Service- NJ Transit has discussed, from time to time, adding North Philadelphia as a stop on the ACRR. A very significant issue is the schedule conflicts with SEPTA and/or Amtrak if the stop is added. This proposal is something NJ Transit will consider, but no commitment being made at this time.

Regarding the proposal to add a transfer station between the ACRR and River LINE, NJ Transit agrees that a station at this location makes sense. Presently all activities are directed toward attracting riders to the River LINE as it is now configured. NJ Transit is considering undertaking the planning that would allow this to be incorporated in a future capital funding request once feasibility has been established and funding is available.

NJ Transit's first focus will be to increase service on the Atlantic City service before any stations are added. To add service, we will need to invest money in additional rail capacity so trains can operate on more frequent headways. It is our hope that we will receive sufficient capital funding in the future to allow such improvements. After we have thus improved the rail service we will consider ideas for new stations.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by DRPA/PATCO

Item #A 9-T.

Opposition to Delaware River Tram - The Delaware River Tram is a FY00 Demonstration Project approved for the State of New Jersey as part of TEA-21. Earmarked federal funding in the amount of \$8 million will be provided as part of the project cost of nearly \$40 million. Extensive public input was encouraged and received during the EA process which was completed in February, 2000.

The Tram is envisioned as a means of linking the Philadelphia-Camden Waterfront and providing a pedestrian alternative to motor vehicle, rail and bus access. The Tram will link planned and existing pedestrian-oriented destinations on both sides of the Delaware River. The Tram is in compliance with the New Jersey State Development and Redevelopment Plan, the Philadelphia Master Plan, the Camden Master Plan and Cooper's Ferry Redevelopment Plan. The Tram will, in fact, compliment the RiverLink ferry service now offered by DRPA.

Safety of customers and employees is of paramount importance to the DRPA. The Tram will not operate in periods of excessive wind or during thunderstorms, as would be expected. However, the gondolas and passenger waiting areas will be enclosed so that passengers can expect year-round service, something not now possible with some current venues.

DRPA's Mission Statement reads as follows: " The Delaware River Port Authority is a self-financing, bistate authority whose mission is to manage, plan and construct transportation facilities and provide transportation services to maximize the safe and efficient movement of people and freight within the Port District. We believe that construction and operation of the Tram fits well within the scope of our mission. Although the operation of PATCO is also well within our mission, the expansion of PATCO is not mandated; we are, however, currently undertaking a feasibility study of expansion of PATCO in both Philadelphia and Gloucester County, NJ.

DRPA continues to be involved in a large number of important and timely transportation activities, including operation of the RiverLink ferry service, development of the Philadelphia Cruise Terminal at Pier 1, repainting of the Benjamin Franklin Bridge, passenger transfer service between the River Line and PATCO at the Walter Rand Transportation Center in Camden, distribution of over 100,000

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

(DRPA/PATCO con't) E-Z Pass tags which virtually eliminated congestion at our bridge toll plazas, the PATCO at Work program which is providing over \$100 million in improvements to the PATCO system and facilities, ITS activities, and design and implementation of a new fare collection system for PATCO.

A project entitled Improvements to Benjamin Franklin Bridge Walkway is under study.

Improvements to the RiverLink ferry service are also being studied, including the design and construction of new ferry terminals on both sides of the Delaware River. Ferry operation hours have been adjusted to meet the needs of passengers. At this time, DRPA has not been able to document the need for the RiverLink to provide commuter service. When there is documented need for this service, DRPA will be ready to provide it to our customers.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by PENNDOT District 6

Item #B 3-G

Request to Improve TIP- New projects, added to the TIP are not assigned a project manager until after FHWA/FTA approval of the STIP. The Dept. provides a representative at the RTC and Board to address any project specific issues.

Item #B 4-G

General Comment - Several TIP projects are undergoing re-evaluation. Their presence on the TIP will be modified once the re-evaluations are completed.

Item #B 7-G

Stoopville Road in Bucks County - This project is not on the current TIP. Comments will be considered if programming actions are initiated.

Item #B 9-G, 11, and 15

Comment on Bucks County Bridges - MPMS #'s 13342 and 13716 have not been issued a notice to proceed, so that engineering has not yet begun. Consideration for Context Sensitive Solutions (CSS) as an issue has been included as part of scope clarification meetings. Regarding MPMS #1366, Jugtown Hill Road project, the consultant is aware of the clearance and CSS concerns and has indicated that a tow path (now a trail) with 8' minimum of headroom will be accommodated under the new bridge. The plans also show stone form lining of the wingwalls/abutments. The new bridge is slightly longer and higher than the existing, so it will slightly increase room for the trail users. MPMS #13245 is expected to have clearance increased to approximately 9.35 feet when the floorbeam is retrofitted. MPMS #59496 will accommodate a 7 foot clearance.

Item #B 1-H

Closed Loop Traffic Signal Projects - Bus preemption is contingent on the impact to traffic flow on side streets.

Item #B 2-H

(MPMS #12923) Bristol Road Extension - This proposal is cost prohibitive.

Item #B 7-H

(MPMS #15225) Ardmore Avenue Bridges over SEPTA and Cobbs Creek - New project - Scoping field view required to better define project.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #B 8-H

(MPMS #15406) PA 452, Market Street (Bridge) - Yes. We are constructing ADA Ramps from the bridge to the station level.

Item #B 9-H

(MPMS #15477) I-95/ 322 Conschester Highway Interchange - This is a safety improvement project, no capacity adding.

Item #B 10-H

(MPMS #16114) Blair Mill Road Intersection and Corridor Improvements - MPMS# 16114 was dropped by PENNDOT

Item #B 11-H

(MPMS #16396) Church Road (Bridge) over Norristown High Speed Line - Both Upper Merion Township and their consultant are aware of the projection

Item #B 16-H

(MPMS #17659) Harbison Ave./Aramingo Ave - A public involvement process was conducted for this project

Item #B 18-H

(MPMS #17815) Cottman Avenue Bridge Replacement - New project - Scoping field view required to better define project.

Item #B 20-H

(MPMS #46960) Vine Street Pedestrian Bridge - Efforts within the City to seek Congressional approval to transfer the earmarked funds to other transportation improvements.

Item #B 25-H

(MPMS #69708) Center City TMA Transit Circulator Project - This transit project is eligible for CMAQ funding because it does reflect air quality benefits.

Item #B 26-H

(MPMS #36927) Railroad/Highway Grade Crossings - This is a line item for projects to be determined.

Item #B 27-H

(MPMS #69801) Expressway Service Patrol - Expanded incident management strategies have air quality benefits.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #B 3

(MPMS #57626) Trenton Road Intersection Improvements - Bicycle PA Route E is a touring route & does not require a designated bike lane. Paved shoulders will accommodate bicyclists. Where there are no shoulders, consideration is given to "Share the Road" signs.

Item #B 10 and B 11

PA Route 309- Early in the Design process a trail using that crossing was not being considered by Springfield Twp and it was determined that the structure would be removed and replaced with roadway on fill. Please be advised that this project has been Let and is in Construction. Subsequent to the project's letting, issues arose concerning a potential trail. Please be advised that an alternate route using PECO R/W and Haws land can be developed at such time as a trail is ever built.

Should anyone wish to view the project environmental documents they are available at the project's construction management office. People should contact Mr. Phil Cheney @ 215-358-3090 to arrange an appointment.

Item #3

Edison Furlong/Pebble Hill - Comments forwarded to PENNDOT Traffic Unit for evaluation.

Item #4

(MPMS #70225) Maple Avenue Reconstruction - Proposal must be evaluated and ranked through the planning & programming process.

Item #5

Moods Covered Bridge - Estimate start date for repair 7/1/2004 & estimate time of Construction 60 days.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #6, 8, 20, 37, 1

US Route 202 Bypass Project - The Department recommended the New Alignment alternative (202 Bypass) in the previously approved Final Environmental Impact Statement based on the traffic and safety benefits of this long-term solution, the planning efforts and the support of this alternative from the counties and municipalities in the study area.

Municipalities along the bypass corridor had the foresight to set aside right-of-way for an eventual transportation improvement. We are looking to see if we can scale the project to take advantage of that groundwork and deal with the congestion while being sensitive to the community and mindful of our budget constraints.

The Department recently secured the services of the consulting firms of Parsons Brinckerhoff and Gladding-Jackson to review the alternative titled "Alternative Plan for U.S. 202, Section 700" advanced by the Neighbors for Bucks County Preservation and to review the scope of the bypass project. We are looking at ways to move ahead with an improvement that makes sense for the region and fits within what we expect to be the available resources.

Consistent with the overall reevaluation of U.S. 202, Section 700 project, we have suspended both final design and right of way acquisition for the Route 202 Bypass Project during the period of the review study. Our new study should take about six months to complete.

Item #10

Quarry truck traffic/Swamp Road/Newtown Bypass - All responses will be made public.

Item #13

Main Street in Yardley - Proposal must be evaluated and ranked through the planning & programming process.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #12, 16, 22, 25, 26, 29, 30, 32, 39, 40, 9, 23

(MPMS #17112) Woodhaven Road Project - At this time, PENNDOT is reviewing all comments and testimony received during the project's comment period. The correspondence you have submitted, as well as all other substantive comments received during the comment period, will receive a response for inclusion in the Final EIS.

As work for this project continues and as additional comments are received, please check the project web site at www.woodhavenroad.com to receive the latest information regarding the project. If you have any questions, kindly contact Joseph L. Capella Project Manager @ 610-205-6857.

Item #14

(MPMS #46948) Street Road and I-95 Interchange Study, (MPMS #67827) I-95 Southbound Noisewall Project, (MPMS #13347) I-95/PA Turnpike Interchange Project - Comments forwarded to PENNDOT Traffic Unit for evaluation

Item #17,

(MPMS #13452) Woodbourne Road Intersection Improvement Project - PENNDOT will do all it can to advance project as quickly as possible.

Item #18

US Route 202 Section 300 - Thank you for your support for this project

Item #19,41,42

Quarry truck traffic/Swamp Road/Newtown Bypass - Proposal must be evaluated and ranked through the planning & programming process.

Item #21, 36

(MPMS #57625 and 64780) Route 232 and Swamp Road Corridor Improvements - Thank you for your support

Item #28

(MPMS #47421, 47137, 14613, 14484) PA Route 41 - Thank you for your comments regarding PA Route 41 in Chester County. The Department of Transportation is making a thorough review of the transportation options presented. PENNDOT is confident that through the public process, the Department and the affected citizens in and around the project area will devise a solution that enhances safety, relieves congestion and preserves the natural and community jewels of the corridor. Proposal must be evaluated and ranked through the planning & programming process.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #31

Incorporate Context Sensitive Design (MPMS #16634, 16197, 16214) -
Suggestions will be forwarded to appropriate Project Manages.

Item #38

(MPMS #70225) Maple Avenue Reconstruction - TIP will be modified as project advances

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by Bucks County

Item #B 7-G, B 8-G, B 3-H, 10, 19, 21, 36, 41, 42

Stoopville Road in Bucks County – The Stoopville Road Rehabilitation was not programmed due to insufficient funding and a lack of regional support. The request to not allow any attempt to upgrade Stoopville Road from a Minor Collector Road is not a TIP issue, so we can offer no further comment.

(MPMS #57625 and 64780) Route 232 and Swamp Road Corridor Projects - [These] projects will remain in the TIP and continue to have the support of Bucks County. The construction schedule for the Swamp Road Project is PENNDOT's responsibility.

Quarry truck traffic/Swamp Road/Newtown Bypass - All information related to the TIP, including the results of the public comments, are available through DVRPC.

Rail Gondolas in Bucks County - The proposal to utilize rail freight to deliver quarry stone is a conceptual idea with no specific capital improvement projects recommended to date. Therefore, in our opinion it is not a TIP issue so we can offer no further comment.

We would like to address the Residents for Regional Traffic Solutions' (RRTS) implication that transportation decisions in the area are not based upon sound professional transportation and traffic engineering practices. We at the Bucks County Planning Commission take exception to RRTS implying that the decisions made by this office are politically motivated. The agencies in the region have a long history of working together and deciding what is best for the region. The public process used to generate and evaluate proposed TIP projects is designed to get recommendations from as many people as possible. While not all decisions may satisfy all groups, every decision is made with the good of the region in mind.

Item #B 9-G

Comment on Bucks County Bridges – We support Mr. Edmonds request to have PENNDOT ensure that the bridges listed be designed to facilitate pedestrian and bicycle traffic.

Item #B 2-H

(MPMS #12923) Bristol Road Extension – We support the completion of the Bristol Road Extension Project. However, since PENNDOT has not completed any design work, we are unaware of the SEPTA crossing being an obstacle for the completion of the project.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #B 3

(MPMS #57626) Trenton Road Intersection Improvements – We agree that if it's possible given safety considerations, the Trenton Road intersection should be designed with bicyclists in mind.

Item #B 4

(MPMS #65904) Doylestown Broad Street Improvements – The scope of the Doylestown Broad Street Improvements Project would have to be adjusted and the funding increased to provide for bike parking facilities. Therefore due to approval of the project scope and funding limitations, we would recommend that the alternative funding be sought for these facilities. However, we will forward the comments to Doylestown Borough to determine if these facilities can be incorporated into the project scope within the current budget.

Item #B 5

(MPMS #68024) Doylestown Bike and Hike Extension – The Doylestown Bike and Hike Project currently has funding through the TIP. Therefore, it is our opinion that it is unnecessary to seek alternative funding at this point.

Item #3

Edison Furlong/Pebble Hill - The Edison Furlong/Pebble Hill Road Intersection Improvement project was submitted by Doylestown Township and therefore appears on the Bucks County Transportation Improvement Program (BCTIP). Due to limited funding and the fact that monies had been spent on this intersection recently, we did not recommend this project as a high priority. However, we do feel that this is an important project and will continue to seek funding for this project.

The provision of pedestrian and/or bicycling facilities was not submitted by Doylestown Township for inclusion on the BCTIP. Therefore, we recommend that Mr. Melling contact Doylestown Township and Doylestown Borough with his concerns.

Item #4

(MPMS #70225) Maple Avenue Reconstruction - Senator Conti's comments regarding the Maple Avenue Reconstruction Project are well-received. However, it is our opinion that due to right-of-way and utility clearance issues, the project will not advance to construction within 2 years. If the project does advance within 2 years, construction funds will be advanced during the next update of the DVRPC TIP.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #5,

Moods Covered Bridge - The Moods Covered Bridge is a maintenance issue caused by an accident involving a BFI trash truck. This type of improvement is not a capital improvement project and therefore, not typically covered during the TIP process. Furthermore, it is our understanding that BFI has agreed to pay for the repairs necessary to the bridge.

Item #6, 8, 20, 37

US Route 202 Bypass Project - The Route 202 Bypass remains on the TIP. The phases have been adjusted due to funding and timetable issues. The project has been scheduled on the TIP to advance according to PENNDOT's latest project management timeline.

Item #11

(MPMS #13235, 13245, 13242, 13360, 13661, 13716, 59496) Bridge Replacement projects that cross over the Delaware Canal State Park - We support Mr. Edmonds request to have PENNDOT ensure that the bridges listed be designed to facilitate pedestrian and bicycle traffic.

Item #13

Main Street in Yardley- The Main Street Improvement was submitted by Yardley Borough and was added to the DVRPC TIP (MPMS #70226).

Item #14

(MPMS #46948) Street Road and I-95 Interchange Study, (MPMS #67827) I-95 Southbound Noisewall Project, (MPMS #13347) I-95/PA Turnpike Interchange Project - The Street Road/Interstate 95 Improvement Project Study has been completed by PENNDOT. We will forward Mr. Campbell's comments to PENNDOT for possible inclusion in the study. The traffic signal at the intersection of Route 132 West and Route 13 is maintained by Bensalem Township. We will forward Mr. Campbell's concerns to Bensalem Township for their consideration. Traffic signal timing is not a TIP issue. Congressional legislation identified the location of the noise walls. It was part of a 2003 Omnibus Bill. The bill specified the location of the noisewalls as the southbound side of Interstate 95 and did not provide for noisewalls along the north side. The I95/I276 Interchange Project has been issued a record of decision as of December, 2003. This project has followed the typical Environmental Impact Study process and therefore has allowed for public comment on the project. It is our understanding that the public comment period has ended. Therefore, the project remains on the TIP.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #15

(MPMS #13235, 13245, 13342, 13360, 13716, 59496, 69824) Bridge Replacement projects that cross over the Delaware Canal State Park The comment provides support for MPMS #65905 (New Hope Cultural Canal Walk) and 70218 (Delaware Canal Tunnel). Both of these projects are scheduled to remain on the TIP. In addition, we support Ms. Taylor's request to have PENNDOT ensure that the bridges listed be designed to facilitate pedestrian and bicycle traffic.

Item #17

(MPMS #13452) Woodbourne Road Intersection Improvement Project - We continue to support the Woodbourne Road at Langhorne-Yardley Road Improvement project and agree that construction should proceed in a timely manner. However due to environmental and physical limitations, construction is expected to proceed as shown in the TIP. We note that the MPMS number listed in the comment should be 13452 not 12352.

Item #38

(MPMS #70225) Maple Avenue Reconstruction - It our opinion that due to right-of-way and utility clearance issues, the project will not advance to construction within 2 years. If the project does advance within 2 years, construction funds will be advanced during the next update of the DVRPC TIP in 2006.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by Chester County

Item # B 6-H

(MPMS #13945) US 202 TR 252 to US 30, Section 300 - This coordination [with PENNDOT] has occurred since the beginning of the 202 project. A new structure will be built to accommodate the trail.

Item #B 7

(MPMS #14663) Chester Valley Trail, Phase I - Both projects are on separate tracks (no pun intended). The County Parks Department is advancing the trail project. Many issues and problems have caused delays. The trail project is a quality of life and a commuter project that must be completed.

Item #B 4H

(MPMS #59434, 166094, and 57659) Schuylkill River Trail projects and French Creek Parkway project - The various trail projects in the TIP are consistent with the various SV Metro options. The borough and the county are adamant about the need to have both transportation modes serve this area. A map of the trail systems was done as part of the borough's plan for the French Creek corridor. There is a gap in the trail plan in the area between Cromby and French Creek. Options are available but no specific alignment has been recommended. This gap will be addressed in an appropriate manner and time.

Item #B 5H

(MPMS #14629) PA 100 Eagle Loop Road - The farmland that is evident near the village of Eagle has been actively planned for development for many years. The Eagle loop road is intended to improve conditions in the village and to accommodate the imminent approved development traffic. The loop road is not intended to induce further development.

Item #B 6H

(MPMS #62863) PA 100 Vanguard Improvement - This is an economic development project that will keep 8,000 jobs in the region. The area around the site is within the municipal, county and regional development growth boundaries. Vanguard has an outstanding history of implementing and supporting travel demand management.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #18

US Route 202 Section 300 - Chester County concurs with all points in this letter from Peter Quinn relative to US 202 Section 300.

Item #28

(MPMS #47421, 47137, 14613, 14484) PA Route 41 - Chester County cannot respond to these comments at this time. We have not seen PENNDOT's response to the S.A.V.E. proposal.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by Delaware County

Item #B 11-T

MPMS #60636) Elwyn to Wawa Rail Improvements - A total rebuild is necessary because the facility has been minimally maintained for decades and a totally new station and parking lot in a challenging location will be built. The only train that operates on the Elwyn to Wawa segment is an occasional Amtrak stone train from a quarry in Glen Mills. (The excursion railroad operates on another segment - West Chester to Glen Mills.) This section of track has a significant speed restriction because of the state of its disrepair. The County of Chester needs to support service to West Chester before SEPTA will consider it.

Item #B 1-H, Delaware County

Closed Loop Traffic Signal Projects - This is an excellent suggestion. PENNDOT District 6-0 should incorporate bus preemption into the design of the above projects. See PENNDOT's and SEPTA's response to this comment.

Item #B 7-H, Delaware County

(MPMS #15225) Ardmore Avenue Bridges over SEPTA and Cobbs Creek - The bridges span SEPTA's Route 100 Norristown High Speed Line and Cobb's Creek.

Item #B 26-H, Delaware County

(MPMS #36927) Railroad/Highway Grade Crossings - Construction for ten of the projects listed has been funded from a previous TIP. The funding listed is for new projects that are not listed; funding could potentially be used for freight and passenger rail crossings, including the Media and Sharon Hill trolley lines. See SEPTA's response to the question about preemption; it seems that by installing crossing gates at the two crossings with traffic signals, Woodland Avenue and Springfield Road, the activation of the gates as a trolley approaches would either preempt the traffic signals or require motor vehicle traffic to stop regardless of whether the traffic signal is green or red.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by Montgomery County

Item #B 10-H, Montgomery County
(MPMS #16114) Blair Mill Road Intersection and Corridor Improvements - This project will be dropped in the final TIP.

Item #B 11-H
(MPMS #16396) Church Road (Bridge) over Norristown High Speed Line - The design consultant is aware of the Route 100 project and the preliminary design will be reviewed and approved by SEPTA.

Item #B 12-H
(MPMS #6706) Cross County Trail Phase 1 - The Cross County Trail preliminary alignment is available at the Montgomery County Planning Commission. The final alignment will be developed as part of the preliminary engineering/environmental clearance which will begin late in 2004 or early 2005.

Item #B 13-H
(MPMS #57858) Lafayette Street Road Extension - The revitalization of Norristown, the County Seat, is a priority of the County Commissioners. Improving access into Norristown from the regional highway system, especially the PA Turnpike, will enable the borough to compete with Plymouth Meeting and King of Prussia for new commercial and residential development. Though the investment is large it is seen by the County Commissioners as critical to reversing the decline of the borough caused by the growth in surrounding areas created by the investment in the expressway system and interchanges serving those communities.

Items #B 10, B 11
PA Route 309 - Montgomery County and Springfield Twp have coordinated on trail planning in the township. The township is not committed to the trail extension under the 309 Expressway and we have worked on alternates. If the township wishes to pursue this trail in the future the design of the expressway will not preclude the trail from being installed under the highway in the future.

Item #B 12
(MPMS #57858) Lafayette Street Road Extension - The design has not been set in the environmental document but projected traffic volumes would indicate a four lane cross section is warranted. Access to the trail is being coordinated with the highway and will not be degraded as part of the project.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Items #1, 6, 8, 20, 37

US Route 202 Bypass Project - Montgomery County continues to support the US-202-700 By-Pass Project. The Record of Decision expounded on the reasons that a by-pass was selected over the TSM and other alternatives. The Smart Mobility Plan of intersection improvements (roundabouts rather than signals) and widening and other improvements on numerous local roads directly contradicts the public's input during the environmental process. The public and affected municipalities did not want regional traffic on their local, neighborhood roads and preferred that one good road, which evolved into the preferred alternative of the bypass, be designed to attract this regional traffic to it and preserve their neighborhoods their local road system.

Item #12,16,22,23,24,25,26,29,30,32,39 and 40

(MPMS #17112) Woodhaven Road Project - Woodhaven Rd is currently undergoing re-evaluation. A Reduced Impact Alternative was developed following the EIS Public Hearing. A Record of Decision will be eventually document the preferred alternative.

Item #31

Bike/Ped projects and information - The County has long supported pedestrian and bicycle features as part of highway and bridge projects. All of these suggestions are appropriate and should be discussed with PENNDOT. The Pedestrian/Bicycle Coordinator at DVRPC should take the lead in discussing these projects with PENNDOT's Design Unit.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by City of Philadelphia

Item #B 14-H

(MPMS #16785) Krewstown Road Bridge - The 2005 TIP contains funding for only the design phases of this project. Public involvement will be a part of the design process and construction funding will not be added to the TIP until such time as an appropriate alternative is selected as prescribed in the design process.

Item #B 15-H

(MPMS #17724) South Street Bridges - A through lane of traffic will be added in each direction as part of the South Street Bridge Replacement. A formal CMS will not be implemented; however, the City is taking several steps to ensure that all modes of traffic will be accommodated. Non-vehicular traffic will be accommodated on the South Street Bridge via sidewalks and bike lanes in each direction. There is also a project in the TIP to connect the bridge replacement with the Schuylkill River Park Trail via a ramp (MPMS 70220), which will allow pedestrians and bicyclists off street access.

Item #B 17-H

(MPMS #17751) Fairmount Park Bikeway Enhancements - The trail will not utilize the railroad right of way; therefore, the project will not prevent the restoration of rail service at the R6 Ivy Ridge or its extension. The new trail will follow an existing street and cross the rail line at grade as it does now at Shawmut/Nixon street. This crossing will be properly marked for all traffic and will not interfere with any future rail service.

Item #B 18-H

(MPMS #17815) Cottman Avenue Bridge Replacement - Public meetings are not currently anticipated due to the limited scope of the project.

Item #B 19-H

(MPMS #46956) North Delaware Avenue - CMS is usually implemented in projects of a larger scope; however, in an effort to accommodate all modes of traffic, the proposed new road will include sidewalks and bike lanes and will be coordinated with the K&T trail (61712).

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #B 20-H

(MPMS #46960) Vine Street Pedestrian Bridge - These funds are an earmark made available by Congress. It is unlikely that the pedestrian bridge will be built with these funds. The funds remain on the TIP so that they are readily available for another, more viable project.

Item #B 21-H

(MPMS #48195) Tyson Avenue (Signals) - Public meetings are not anticipated for this project due to the limited scope of this signal project

Item #B 22-H

(MPMS #61712) Kensington and Tacony Rail with Trail Project - The correct wording should be "Rail to Trail." The abandoned Kensington and Tacony railroad right of way will be converted to a recreational trail.

Item #B 23-H

(MPMS #64185) City-Wide Sidewalk Bump-Outs - The City will coordinate with SEPTA if any of the proposed bumpouts impact a transit stop. Public meetings are not anticipated for this project, due to the limited scope.

Item #B 24-H

(MPMS #65915) Pennsylvania Avenue Pedestrian Improvements - The City has not been in direct contact with the Art Museum, however it has been, and will continue to be, consulting with City Council representatives during the design process.

Item #B 25-H

(MPMS #69708) Center City TMA Transit Circulator Project - The Center City Transit Circulator, or Phlash, is eligible for CMAQ funding as a transit project. The Phlash bus was discontinued by the City of Philadelphia in 2003 and has been reinstated by the Center City TMA as a viable and tourist friendly transit option through Center City. CCTMA offers further incentive for tourists to travel via transit by offering discounted parking garage rates, thereby encouraging tourists to 'park and ride,' which is another CMAQ eligible category.

Item #B 13

Safe Routes to School Program We look forward to participating in PENNDOT's Hometown Streets/Safe Routes to School Program. It will provide funding for needed multimodal improvements throughout the City.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #B 14

(MPMS #17724) South Street Bridges, Bike Issues - Bike lanes will be included in the design of the South Street Bridge as detailed in the project description. There is also a project in the TIP to connect the bridge replacement with the Schuylkill River Park Trail via a ramp (MPMS 70220), which will allow pedestrians and bicyclists off road access through Center City. The Bicycle Coalition is part of the review process for this project.

Item #B 15

(MPMS #17751 and MPMS #50522) Fairmount Park Bikeway and Manayunk Recreation Path - The City of Philadelphia thanks the RCC for the continued support of these projects. These projects, along with improvements to be made at SEPTA's Wissahickon Transportation Center, will maximize the space available for trail users and transit riders.

Item #B 16

(MPMS #68066) Adopt-A-Rack Program - The program was set up as such to offset maintenance costs. We are confident that the expansion of bicycle racks throughout the City will foster a bicycle friendly environment.

Item #9, 12, 16, 22, 23, 25, 26, 29, 30, 32, 39, 40

(MPMS #17112) Woodhaven Road Project - While the Woodhaven Road project is a PENNDOT initiative, the City of Philadelphia has a vested interest in the success of the project due to the significant congestion on Byberry Road and within the adjacent communities. PENNDOT has evaluated a number of alternatives that ranged from the Full Build Expressway to the Reduced Impact Facility and has found the latter to be the solution with the least impact that still meets the project goals. The City supports this alternative. The Tri-County Coalition alternative has also been evaluated by PENNDOT and has proved to offer little positive change to existing conditions.

The function of the Reduced Impact Facility will be to transition traffic from the Woodhaven Expressway to the local street systems and to distribute it among the communities originating the traffic. The facility will taper down to a two-lane roadway between Bustleton Avenue and Philmont Avenue.

On June 24, 2003 the City testified in support of the Bustleton Avenue Modified alternative with minor changes (see attached testimony). PENNDOT renamed this changed version to the Reduced Facility Alternative.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

**CITY OF PHILADELPHIA TESTIMONY
FOR WOODHAVEN ROAD PUBLIC HEARING
JUNE 24, 2003**

My name is Gary Jastrzab, and I am here today on behalf of the City of Philadelphia to testify about the Woodhaven Road Project. Thank you for the opportunity to state the City of Philadelphia's position regarding the necessary completion of this project.

Woodhaven Project Overview

Completing the Woodhaven/PA 63 Expressway has been a local transportation objective for almost 50 years. Plans for constructing this roadway began in 1954, when the corridor was placed on the City of Philadelphia's Comprehensive Plan. The eastern portion of the Expressway, from I-95 to its present day terminus at Evans Street, opened in 1966. By 1972, the Woodhaven Road Advisory panel, composed of PENNDOT, the City of Philadelphia, and Bucks and Montgomery Counties, recommended that the project as originally conceived be scaled back considerably.

Today, Woodhaven/PA 63 is an essential east-west link in Northeast Philadelphia's transportation network. It is the only limited access route in Northeast Philadelphia connecting I-95 to the Roosevelt Boulevard. The expressway serves both short- and long-distance haulers and commuters. It provides access to the Franklin Mills shopping complex, which draws shoppers from throughout the region and beyond, as well as other area shopping centers, employment locations, and neighborhood residential developments.

However, all traffic is forced onto local streets west of Roosevelt Boulevard, where the Expressway currently terminates. At that point, vehicles exit onto Byberry Road via Evans Street to continue westbound travel. On Byberry Road, traffic must pass over a deficient, temporary bridge over the CSX Trenton Line tracks. West of Worthington Road, Byberry Road is residential in character, and is the major connector between the Expressway and points west. Near Philmont Avenue and the City-County boundary, traffic must negotiate an at-grade crossing of SEPTA's R-3 West Trenton rail line, which contributes to delays.

Recent traffic counts show that 25,000 to 32,000 vehicles per day use Evans Street and Byberry Road. The result is severe congestion and delay, compromising traffic and pedestrian safety, and subjecting the surrounding area to all the unacceptable negative effects of such a large volume of traffic. A record of extensive study has shown that large-scale improvements have long been needed to address the

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

continuing problems of congestion, traffic and pedestrian safety, the structural integrity of roadways and bridges in the project area, and the efficiency of the local roadway network.

City's Preferred Woodhaven Alternative

The City supports the "Bustleton Avenue Modified" option as its preferred alternative for the completion of this project, with some slight modifications. The *Bustleton Avenue Modified* alternative is preferable among the four "build alternatives," providing for an even and logical distribution of traffic and the fairest solution for all of the parties involved. Of all the build alternatives, this option requires the fewest residential and business property takings, and has the lowest tax revenue impact on the City. This alternative will also have a less intrusive usage of the unbuilt Woodhaven right-of-way through the Westwood development, using two lanes instead of four. It also involves the least disruption to Byberry Road outside of Philadelphia.

The City would support omitting the extension of the Northeast Boulevard from the *Bustleton Avenue Modified* alternative, as well as deferring the widening of Byberry Road between Bustleton Avenue and Philmont Avenue, provided that traffic flow and the existing local street network would not be seriously impacted.

The City would also support a two-phased, compromise approach to constructing these improvements. Phase One would include extending Woodhaven Road to Philmont Avenue along the existing right-of-way and making all necessary Bustleton Avenue, County Line Road, and associated intersection improvements, as detailed in the *Bustleton Avenue Modified* alternative. Improvements for Phase Two, including the possible future widening of Byberry Road and Huntingdon Pike, could be deferred until the impacts of real traffic conditions are evaluated. At that point, additional roadway improvements could be made accordingly.

Again, I would like to reiterate the City's position that the *Bustleton Avenue Modified* alternative provides the most realistic and fairest solution for completing the Woodhaven Road project, and we pledge our support to seeing that it is accomplished. Thank you.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Agency Response by SEPTA

Item #B 1-T

Programming Transit Funds - These SEPTA projects are part of programs that have been designed to accomplish specific goals

Item #B 2-T

(MPMS #59917) Harrisburg/SEPTA R5 Paoli Rail Line Improvements - SEPTA is still researching this issue.

Item #B 3-T

(MPMS #59941) Wayne Junction to Glenside - SEPTA is still researching this issue.

Item #B 4-T

(MPMS # 59973) Utility Fleet Renewal Program - Locomotives would not be purchased as part of the utility fleet renewal program.

Item #B 5-T

(MPMS #60255) State of Good Repair Initiatives - Comments have been noted. The SEPTA Board has previously awarded the contract and construction is underway.

Item #B 6-T

(MPMS #60313) Cross County Metro - A Draft Environmental Impact Statement (DEIS) has been completed for the Cross County Metro.

Item #B 7-T

(MPMS #60556) Eastwick Transportation Center - Options are being considered at this point. No final decision has been made on the construction of a Transportation Center.

Item #B 8-T

(MPMS #60557) Strategic Business Plan and Paoli Transportation Center (MPMS #60574)- Comments have been noted.

Item #B 9-T

(MPMS #60565) Schuylkill Valley Metro - Comments have been noted. A task force, chaired by PENNDOT Secretary Allen Biehler, is reviewing the project.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #B 10-T

(MPMS #60629) Job Access and Reverse Commute - SEPTA and its subrecipients are hopeful that the State will take action to continue to provide funding through DPW or PENNDOT. We continue to be optimistic that a solution will be reached.

Item #B 11-T and Item #35

(MPMS #60636) Elwyn to Wawa Rail Improvements - \$15 million per mile includes the cost for construction of a major station and parking facility at Wawa along with yard improvements for storage of railcars. Further, a letter from Mr. Tom Babcock (SEPTA Board member representing Delaware County) will be sent directly to Andy Saul in response to his concerns.

Item #B 12-T and B 13-T

(MPMS #60638) Regional Rail Car Acquisition - Rebuilding Rail Vehicles that are 40 years old and well beyond their useful life is not a long-term solution.

Item #B 14-T

(MPMS #70690) Section 5309 Discretionary Bus Funds (Ardmore Transit Center)
- No decisions have been made in regards to the scope of work for the project. The only work completed for this project was a preliminary study completed by Lower Merion Township.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item # 27

Systemwide Transit Comments - SEPTA currently has a contract with New Flyer of America to acquire 318 accessible 40-foot low-floor buses with an option for 20 additional buses. By July 2004, a total of 218 of these buses will have been placed in service. The remaining 100 buses are scheduled for delivery in FY 2006. This will allow SEPTA to replace the remaining 15 and 16 year old buses that are beyond their useful life of 12 years. In accordance with the Bus Fleet Plan, the next delivery of buses is scheduled for FY 2008. This will be for delivery of approximately 100 buses per year. Specification development for this next bus purchase will be completed by the end of FY2005 with a contract awarded in FY2006. The specification will include the requirement that all buses meet the applicable EPA standards. SEPTA is currently testing hybrid diesel/electric bus technology. With the delivery, this July, of 20 more hybrid added to the 12 already in service, SEPTA will have the largest hybrid bus fleet in the country. This will afford an excellent opportunity to evaluate this technology. To date, the results are promising in terms of fuel efficiency, emissions and reliability.

Additionally, CMAQ funds were used to install emission reduction devices, purchased in 2001, on 400 NABI buses. CMAQ funds will be used to install emission reduction devices on 155 Neoplan Articulated buses throughout FY 2005. CMAQ funds are anticipated to be available for use to install emission reduction devices on 80 Eldorado buses after completion of the Articulated bus fleet retrofit.

Further, SEPTA thanks the Clean Air Council for their continued support of the Eastwick Transportation Center.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Responses from DVRPC Staff

Item #A1-G and B1-G

Request to Improve Information - DVRPC has requested full and complete responses from our member agencies to all comments.

Item #A2-G and B2-G

Request to Improve TIP - DVRPC is looking into adding additional information to the TIP project listings, including notes related to the Congestion Management System, Intelligent Transportation Systems, and whether the project is a “graduate” of DVRPC programs such as Transportation and Community Development Initiative, Competitive CMAQ Program, Transportation Enhancements, or Hometown Streets / Safe Routes to School.

We are still searching for a more efficient way to indicate where changes exist between the current and proposed TIPs. During the development of the TIP, staff produces a report that shows the current and proposed TIP cost/schedule information on one page. Since most every project is updated in some way, it would be necessary to produce a report for all projects. However, this report for both state TIPs would be over 700 pages long.

As for showing “some kind of timeline or status indicator showing each project’s readiness to proceed to the next step”, that is exactly what the cost/schedule portion of the TIP listing shows.

Item #A3-G

Conformity Issues - The FY2005 TIP for NJ and PA fully meets all requirements for conformity. The comment refers to the absence of federal funding in FY07 of the NJ portion of the TIP. However, whether a project is funded in a particular year or not does not affect the conformity determination. The projects are still expected to be completed in a later year and that year is the one taken into consideration when performing the conformity analysis.

Item #A4-G

NJ CMAQ and TE Programs - DVRPC staff supports the RCC in its comment that the CMAQ and TE processes should be conducted at the MPO level where greater public and agency involvement is possible, leading to project selections that better serve the region.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #A5-G

Improved Coordination between New Jersey Transit Agencies - DVRPC has often brought the three major transit operators together to work on issues. However, these same operators often meet on their own to work out common problems and explore new approaches. But clearly, more can be achieved and DVRPC continues to offer its services and facilities in this effort.

Item #A4-H and A5-H

Bike/Ped Concern/Goals - It is not practical nor feasible, nor safe, to provide for pedestrians and bicycles on every road. Making sure that these modes are in wide spread use can be achieved on fewer roads and other facilities.

Item #B3-G and #31

Request to Improve TIP - DVRPC has requested each project sponsor provide as complete a project description as possible. It should be understood that often when a project is first proposed, there is not much known about its ultimate design. For example, data from the bridge management system and physical inspection may indicate that a bridge needs to be replaced and it may be programmed on the TIP to begin engineering a year from now, with construction estimated for three years later. Before engineering studies begin, it is impossible to know how the new bridge will be configured. However, as these studies progress and more becomes known, the TIP description is expanded during subsequent updates.

While it is appropriate for special interest groups to view the TIP from their own modal perspective, it must be recognized that the TIP contains projects that address many modes and are initiated to address a variety of deficiencies. It is not appropriate for the TIP to address the compatibility of every project for any particular mode.

The TIP is, in fact, searchable on the DVRPC website. There are various methods for conducting a search. Using the TIP Search Page, users can search on county or operator name, project ID, keyword, or funding category. In any of the Adobe PDF listings, users can use the built in "Find" tool by clicking on the binoculars icon. Or one can use the Interactive TIP Mapping Page to search for TIP projects by geography. DVRPC has one of the most searchable TIPs on the Internet which we are always striving to improve. However, we are unable to link our TIP to technical documentation or conceptual drawings if that information is not posted online by the project sponsor or its consultants.

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

Item #B4-G

General Comment - PENNDOT recently advised its Planning Partners across the state that certain projects were to cease while others were to be reassessed. The DVRPC region had one project in the first category, Blair Mill Road, and three project in the second category, PA 41, US 202 (Sec 700), and Woodhaven Road Extension. The first project was inadvertently included in the Draft but will be removed in the Final TIP. The latter three projects have already begun their reassessment and will remain in the TIP for now.

Item #B5-G

Opposition to projects that increase Single Occupancy Vehicles - While there are indeed more than 30 major road widening projects in the TIP for PA, this represents only 7% of the total number of projects being advanced. In developing the TIP, DVRPC must balance the need to relieve congestion (both existing and projected based on planned development) against the need to conserve natural resources and rehabilitate existing infrastructure. Added into this mix is the need to insure that the regional economy remains healthy and attractive to new investment. We believe the consensus projects presented in the TIP achieves this balance in large measure.

Item #B6-G, and A7-G

Multi-Modalism - The DVRPC TIP for both PA and NJ, by allocating nearly equal amounts of capital funds to the highway and transit modes, while providing additional funds for bicycle, pedestrian and freight projects, is clearly a multi-modal programming document.

Item #B8-G

Rail Gondolas in Bucks County - DVRPC is willing to further discuss the RCC's proposal with stone carriers and short line operators. However, if the destinations of the trucks emanating from the central Bucks County quarries are widely dispersed, there may be a low potential for truck traffic reduction resulting from rail service to the quarries. As with public transit, there needs to be significant volume traveling between common destinations in order for rail service to be successful. The difference is that rail freight service must have a high enough volume to make a net profit that will satisfy investors.

Item #B-2

Use of Safety Funding for Bike/Ped - The Safety Set-Aside is intended to address low cost measures that improve the safety of the transportation system. This could include a variety of treatments such as roadside tree removal, raised pavement

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

markers, edge rumble strips, and a long list of other actions. DVRPC, in cooperation with the PENNDOT District 6 Office, will help to recommend various actions.

It should be noted that bicycle and pedestrian safety is addressed in many projects not funded with federal safety funds. Most of our bike/ped projects are funded with either CMAQ or TE funds. Certainly, providing designated bike lanes along city streets has increased the safety of bicyclists. And all intersection improvement projects where there could be pedestrian traffic address these needs. But pedestrian safety is an area where we can do much more. The Governor has directed state resources into two new programs that will directly address pedestrian, as well as bicycle, safety: Hometown Streets and Safe Routes to Schools. DVRPC will be a full partner in selecting projects under these new programs.

Item #B1-T

Programming Transit Funds - DVRPC is quite pleased with the extensive project descriptions provided by SEPTA for its projects in the TIP. However, we are quite sympathetic with the RCC's concern that some of the projects are, in effect, line items encompassing a wide array of improvements often spread over numerous locations. It is our understanding that this packaging of projects is partly in response to a Federal Transit Administration desire to keep the number of grant requests they must process to a minimum. FTA likes to have a one-to-one correspondence between TIP projects and grant applications. We have raised the issue with SEPTA and the FTA in an attempt to find a better balance between keeping the grant application process simple and the public's need to be better informed about how public funds are invested.

Item #16

Emissions and particulate matter - Small Particulate matter less than 2.5 microns in size (PM2.5) is a serious health concern and DVRPC is committed to reducing all harmful air pollutants in the region. However, the current TIP conformity process simply does not have any standards or criteria by which DVRPC may address the impacts of PM2.5 emissions. As the Clean Air Council correctly points out, the U.S. Environmental Protection Agency (EPA) will not make any PM2.5 designations until late 2004, and all subsequent rulemakings, implementation plans and other necessary tools must be in place before DVRPC can adequately estimate and analyze the PM2.5 emissions impacts for the region.

Item #27

Transparency of Conformity Process - The FY 2005 Transportation Improvement Program [TIP] / Horizons 2025 Long Range Transportation Plan [Plan] transportation

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

conformity determination is based on and fulfils the current, final conformity guidance [Final Rule] under the Clean Air Act as amended, including 40 CFR Part 93, as revised.

The Final Rule requires conformity of the State Implementation Plans and the TIP and Plan in their entirety. The Final Rule does not require a project-by-project emissions estimate. Therefore, no single project has an emissions impact associated with it since the conformity determination is based on the entire TIP/Plan project set.

DVRPC has documented the entire conformity process in a report, Transportation Conformity of the DVRPC FY 2005 Transportation Improvement Program and the Horizons 2025 Long Range Transportation Plan. The report documents the entire conformity process including: an overview of the conformity process (which includes federal requirements, categories of projects, analysis years, and emissions budgets); latest planning assumptions (such as population and employment estimates, transit and road toll policies, and land use assumptions); a full description of the travel demand model and off-network methodology; emissions estimations (including all MOBILE 6 inputs); and provisions for stakeholder participation and public involvement.

As required by the Final Rule, DVRPC has convened a Conformity Interagency Consultation Group (CICG). The CICG is composed of federal and state planning partners, review agencies and operating agencies. Members include the US Environmental Protection Agency Regions 2 and 3, Federal Highway Administration Regions 2 and 3, Federal Transit Administration Regions 2 and 3, Pennsylvania and New Jersey Departments of Environmental Protection, Pennsylvania and New Jersey Departments of Transportation, Philadelphia Air Management Services, and highway and transit operating agencies.

The CICG met three times to review the conformity determination procedures including the latest planning assumptions and other model inputs, the exempt status of projects, and travel simulation and emissions estimate results. Additionally, the conformity determination and report were part of the FY 2005 TIP 30-day public comment period. Additionally, DVRPC air quality planners were available at both public comment meetings to answer inquiries.

1990 Validation of DVRPC Travel Simulation Models (October 1997), presents the results of the 1990 calibration/validation of the DVRPC regional travel simulation models. It also documents the detailed model structure, recalibrated/validated

**DVRPC FY 2005 Transportation Improvement Program
Agency Responses to Public Comments on Draft FY05 TIP
for New Jersey and Pennsylvania**

parameter estimates, and operating conventions within the TRANPLAN program battery environment. This document was recently updated and is awaiting publication. In the past, DVRPC has made the regional travel demand model--including all input files and training--available to third parties, including the Clean Air Council.

Part D

DVRPC PUBLIC OUTREACH DOCUMENTATION

Final Version - Adopted June 2004



Delaware Valley Regional Planning Commission

**The Delaware Valley Regional Planning Commission
Announces for Public Review:
The Draft FY 2005
Transportation Improvement Programs (TIPs)
for the New Jersey and Pennsylvania Portions of the Region;
and Amendments to *Horizons*, the Year 2025 Long-Range Plan**

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the DVRPC Draft FY 2005 Transportation Improvement Programs (TIPs) for the counties of Burlington, Camden, Gloucester and Mercer in New Jersey; and for the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania. The Draft TIP for New Jersey contains over 135 projects totaling \$812 million for phases to be advanced over the next three years. The Draft TIP for Pennsylvania contains over 510 projects, totaling more than \$3.5 billion for the phases to be advanced over the next four years. In addition, DVRPC is proposing four amendments to *Horizons*, the Commission's Year 2025 Long-Range Plan for the region. They include the I-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening; PA Turnpike from West of Valley Forge to East of Exton Widening; and Chester City Access Improvements.

Public meetings to receive comments on these programs and amendments have been scheduled for **4:00 - 6:00 p.m.** on:

MONDAY, MAY 24, 2004
THE ENTERPRISE CENTER AT
BURLINGTON COUNTY COLLEGE
3331 Route 38
Mt. Laurel, NJ

THURSDAY, JUNE 3, 2004
DVRPC CONFERENCE CENTER
The Bourse Building - 8th Floor
111 South Independence Mall East
Philadelphia, PA

These public meetings will also serve as the public meetings for the draft FY2005-2007 New Jersey Statewide Transportation Improvement Program (STIP), available on the web at www.state.nj.us/transportation and for the draft FY2005-2008 Pennsylvania Statewide Transportation Improvement Program (STIP), available on the web at www.dot.state.pa.us.

Copies of the Draft TIPs and summaries of the Plan amendments are available for review at numerous libraries throughout the Delaware Valley, as well as in DVRPC's library (located in The Bourse Building, 111 South Independence Mall East, Philadelphia, PA) and on the DVRPC web page at www.dvrpc.org. The documents will also be available for review at the public meetings.

Written comments should be mailed to TIP05 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to tip-plan-comments@dvrpc.org. All comments must be received no later than 6 p.m. on June 3, 2004.

For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or via email at csnyder@dvrpc.org.

**La Comisión de Planeamiento Regional de Delaware Valley
Anuncia la Revisión Pública del:
Anteproyecto de los Programas de Mejoramiento del
Transporte (*TIP*, por su sigla en inglés) para las Zonas de
Nueva Jersey y Pensilvania de la Región para el Año Fiscal
2005, y las Enmiendas a *Horizons*, Plan de Largo Alcance
para el Año 2025**

La Comisión de Planeamiento Regional de Delaware Valley (*DVRPC*, por su sigla en inglés) inauguró su período de comentarios públicos para el Anteproyecto de los Programas de Mejoramiento del Transporte de la *DVRPC*, correspondientes al Año Fiscal 2005, para los condados de Burlington, Camdem, Goucester y Mercer en Nueva Jersey, y para los condados de Bucks, Chester, Delaware, Montgomery y Filadelfia en Pensilvania. El Anteproyecto del *TIP* para Nueva Jersey contiene más de 135 proyectos, que arrojan un total de \$812 millones para las fases que se adelantarán durante los próximos tres años. A su vez, el Anteproyecto del *TIP* para Pensilvania contiene más de 510 proyectos, que totalizan más de \$3,5 mil millones para las fases que se adelantarán durante los próximos cuatro años. Además, la *DVRPC* propone cuatro enmiendas a *Horizons*, Plan de largo alcance para el año 2025 para la región, que incluyen el Ensanchamiento del Puente de Scudders Falls en la I-95; el ensanchamiento de la US 422 desde la Ruta 202 a Limerick; el ensanchamiento de la Autopista PA desde West of Valley Forge al Este de Exton; y el mejoramiento de los accesos a la Ciudad de Chester.

Las reuniones públicas para recibir comentarios sobre estos programas y sus enmiendas se llevarán a cabo de **16:00 a 18:00 los días:**

LUNES 24 DE MAYO DE 2004
THE ENTERPRISE CENTER EN
BURLINGTON COUNTY COLLEGE
3331 Route 38
Mt. Laurel, NJ

JUEVES 3 DE JUNIO DE 2004
DVRPC CONFERENCE CENTER
The Bourse Building – 8th Floor
111 South Independence Mall East
Philadelphia, PA

Estas reuniones públicas servirán también como reuniones públicas para el anteproyecto del Programa de Mejoramiento de Transporte en todo el Estado de Nueva Jersey (*STIP*, por su sigla en inglés) para los años fiscales 2005-2007, disponible en la red en www.stat.nj.us/transportation y para el anteproyecto del Programa de Mejoramiento del Transporte en todo el Estado de Pensilvania (*STIP*,

por su sigla en inglés) para los años fiscales 2005-2008, disponible en la red en www.dot.state.pa.us

Las copias del anteproyecto de los *TIP* y resúmenes de las enmiendas del Plan están disponibles para su revisión en muchas bibliotecas a lo largo de Delaware Valley, así como en la biblioteca de la *DVRPC* (situada en The Bourse Building, 111 South Independence Mall East, Philadelphia, PA) y en la página web de la *DVRPC* en www.dvrpc.org. Los documentos también estarán disponibles para su revisión en las reuniones públicas.

Los comentarios por escrito deberán enviarse a TIP05 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; por fax al número 215-592-9125; o por correo electrónico a: tip-plan-comments@dvrpc.org. Se recibirán todos los comentarios hasta las 6:00 pm del 3 de junio de 2004.

Para obtener más información, comuníquese con la Oficina de Asuntos Públicos de la *DVRPC* al 215-238-2875 o por correo electrónico a: csnyder@dvrpc.org.



MEDIA RELEASE

DVRPC

FOR IMMEDIATE RELEASE (May 5, 2004)

CONTACT: Jenny Ruth, Communications Manager
215-238-2941

Charles Dougherty, Associate Director of Transportation Planning
(215) 238-2863

DVRPC SEEKS PUBLIC COMMENTS ON TRANSPORTATION IMPROVEMENT PROGRAM AND LONG-RANGE PLAN

The Delaware Valley Regional Planning Commission (DVRPC) is seeking suggestions and comments from area residents for the prioritization of transportation projects and the region's plan for the future.

DVRPC has opened a public comment period, ending June 3, 2004, for the FY 2005-2007 Transportation Improvement Program (TIP) for the New Jersey portion of the region; the FY 2005-2008 TIP for the Pennsylvania portion of the region; and four amendments to the DVRPC Year 2025 Long-Range Plan.

The TIP is the regionally agreed upon list of priority transportation projects, including bicycle, pedestrian and freight initiatives in addition to traditional highway and transit projects. More than 510 projects and almost \$3.5 billion in federal funds is at stake in Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania. Nearly \$812 million will be allocated to over 135 projects in Burlington, Camden, Gloucester and Mercer Counties in New Jersey. This Public Comment Period also addresses amendments to *Horizons*, DVRPC's Year 2025 Long-Range Plan. These amendments include the I-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening; PA Turnpike from West of Valley Forge to East of Exton Widening; and Chester City Access Improvements.

Public meetings to receive comments on these programs and amendments have been scheduled for **4:00 - 6:00 p.m.** on **MONDAY, MAY 24, 2004**, at the Enterprise Center at Burlington County College, 3331 Route 38, Mount Laurel NJ; and **THURSDAY, JUNE 3, 2004** in the DVRPC Conference Room, The Bourse Building - 8th Floor, 111 South Independence Mall East, Philadelphia, PA.

These public meetings will also serve as the public meetings for the draft FY2005-2007 New Jersey Statewide Transportation Improvement Program (STIP), available on the web at www.state.nj.us/transportation and for the draft FY2005-2008 Pennsylvania Statewide Transportation Improvement Program (STIP), available on the web at www.dot.state.pa.us.

—MORE—

The Bourse Building
111 South Independence Mall East
Philadelphia, PA 19106



Delaware Valley Regional Planning Commission

Phone: 215.592.1800

Fax: 215.592.9125

Web: www.dvrpc.org

Copies of the draft TIP and changes to the Long-Range Plan are available for review at numerous libraries throughout the region, as well as in DVRPC's library, and on the DVRPC Web site at www.dvrpc.org. The documents will also be available for review at the public meetings.

DVRPC serves as the official planning and review agency for the nine-county metropolitan region, which comprises Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. Through data collection, research, coordination, and planning efforts, DVRPC sets a framework for governmental decisions affecting development within the Delaware Valley.

###

The Philadelphia Tribune

Voice of the African-American Community Since 1884

520-26 S. 16th St., Philadelphia, PA 19146

(215) 893-4050

PROOF OF PUBLICATION

COUNTY OF PHILADELPHIA SS
STATE OF PENNSYLVANIA

ANTONIA JNOBAPTISTE being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pa. The publication attached hereto is exactly the same as the printed notice published in the regular editions of the said newspaper on the following dates, viz:

MAY 7

AD 2004

Affiant further deposes and says that she is an employee of the publisher of the said newspaper and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice of publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

LEGAL NOTICES	LEGAL NOTICES
Public Meeting Notice	
The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the DVRPC Draft FY 2005 Transportation Improvement Programs (TIPs) for the counties of Burlington, Camden, Gloucester and Mercer in New Jersey; and for the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania. In addition, DVRPC is proposing four amendments to <i>Horizons</i> , the Commission's Year 2025 Long-Range Plan for the region. They include the I-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening; PA Turnpike from West of Valley Forge to East of Exton Widening; and Chester City Access Improvements. The comment period will run from May 5 to June 3, 2004.	
Public meetings to receive comments on these documents have been scheduled for 4:00 - 6:00 p.m. on May 24, 2004 at The Enterprise Center, Burlington County College, 3331 Route 38, Mt. Laurel, NJ; and for June 3, 2004 at DVRPC's Conference Center, located on the 8th Floor, The Bourse Building, 111 South Independence Mall East, Philadelphia, PA.	
These public meetings will also serve as the public meetings for the draft FY2005-2007 New Jersey Statewide Transportation Improvement (STIP), available on the web at www.state.nj.us/transportation and for the draft FY2005-2008 Pennsylvania Statewide Transportation Improvement Program (STIP), available on the web at www.dot.state.pa.us .	
Copies of the Draft TIPs are available for review at numerous libraries throughout the Delaware Valley, as well as in DVRPC's library, and on the DVRPC web page at www.dvrpc.org . The documents will also be available for review at the public meetings.	
Written comments should be mailed to TIP05 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to tip-plan-comments@dvrpc.org . All comments must be received no later than 6 p.m. on June 3, 2004.	
For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or via email at csnyder@dvrpc.org .	

Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me
this 20th day of May, 2004

Bertha N. Godfrey
COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
BERTHA N. GODFREY, Notary Public
City of Philadelphia, Phila. County
My Commission Expires October 18, 2007

STATEMENT OF ADVERTISING COSTS:

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
111 SOUTH INDEPENDENCE MALL EAST, THE BOURSE B
PHILADELPHIA, PA 19106-2522

TO: THE PHILADELPHIA TRIBUNE
For publishing the notice of advertising attached hereto on the above date(s)

\$ 719.09

NG COSTS: The Philadelphia Tribune Co., Inc.,
ribune, hereby acknowledge receipt of the
ising costs, and certifies that the same

PUBLISH
publish
aforesea
has bee

OFFICE: 520-26 S. 16th Street
Philadelphia, Pa. 19146

THE PHILADELPHIA TRIBUNE CO., INC.
BY

PUBLIC MEETING NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the DVRPC Draft FY2005 Transportation Improvement Programs (TIPs) for the counties of Burlington, Camden, Gloucester and Mercer in New Jersey; and for the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania. In addition, DVRPC is proposing four amendments to Horizons, the Commission's Year 2025 Long-Range Plan for the region. They include the I-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening; PA Turnpike from West of Valley Forge to East of Exton Widening; and Chester City Access Improvements. The comment period will run from May 5 to June 3, 2004.

Public meetings to receive comments on these documents have been scheduled for 4:00 - 6:00 p.m. on May 24, 2004 at The Enterprise Center, Burlington County College, 3331 Route 38, Mt. Laurel, NJ; and for June 3, 2004 at DVRPC's Conference Center, located on the 8th Floor, The Bourse Building, 111 South Independence Mall East, Philadelphia, PA.

These public meetings will also serve as the public meetings for the draft FY2005-2007 New Jersey Statewide Transportation Improvement Program (STIP), available on the web at www.state.nj.us/transportation and for the draft FY2005-2008 Pennsylvania Statewide Transportation Improvement Program (STIP), available on the web at www.dot.state.pa.us.

Copies of the Draft TIPs are available for review at numerous libraries throughout the Delaware Valley, as well as in DVRPC's library, and on the DVRPC web page at www.dvrpc.org. The documents will also be available for review at the public meetings.

Written comments should be mailed to TIP05 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to tip-plan-comments@dvrpc.org. All comments must be received no later than 6 p.m. on June 3, 2004.

For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or via e-mail at csnyder@dvrpc.org. (532863) (\$55.08)

STATE OF NEW JERSEY §
CAMDEN COUNTY

BRANDON HAWKINS

of full age, being duly sworn, according to law, says that he/she is bookkeeper of the

COURIER-POST

and that a Notice, of which the annexed is a true copy, was published daily in the *Courier-Post*, a newspaper printed and published daily in the county of Camden, Burlington and Gloucester, State of New Jersey, once on the

6 day of May A.D. 2004

Sworn and subscribed before me this 6th
day of May A.D. 2004


Notary Public

DENNIS M. MAHONEY
NOTARY PUBLIC OF NEW JERSEY
MY COMMISSION EXPIRES 11/17/2008

2010 072101CP
*DEL VALLEY REG 0000532863
111 S INDEPENDENCE MALL EAST
THE BOURSE BLDG
PHILADELPHIA
PA 19106

Proof of Publication In The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia County, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

May 6, 2004

Affiant further deposes and says that he is an employec of the publisher of said newspaper and has been authorized to verify the foregoing statement and that he is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Anna Dickerson

Sworn to and subscribed before me this 6th day of
May, 2004.

Margaret C. Ruchalski
Notary Public

My Commission Expires:

NOTARIAL SEAL
Margaret C. Ruchalski, Notary Public
City of Philadelphia, Phila. County
My Commission Expires May 27, 2006

Copy of Notice of Publication

Public Meeting Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the DVRPC Draft FY 2005 Transportation Improvement Programs (TIPs) for the counties of Burlington, Camden, Gloucester and Mercer in New Jersey; and for the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania. In addition, DVRPC is proposing four amendments to **Horizons**, the Commission's Year 2025 Long-Range Plan for the region. They include the I-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening; PA Turnpike from West of Valley Forge to East of Exton Widening; and Chester City Access Improvements. The comment period will run from May 5 to June 3, 2004.

Public meetings to receive comments on these documents have been scheduled for 4:00 - 6:00 p.m. on May 24, 2004 at The Enterprise Center, Burlington County College, 3331 Route 38, Mt. Laurel, NJ; and for June 3, 2004 at DVRPC's Conference Center, located on the 8th Floor, The Bourse Building, 111 South Independence Mall East, Philadelphia, PA.

These public meetings will also serve as the public meetings for the draft FY2005-2007 New Jersey Statewide Transportation Improvement Program (STIP), available on the web at www.state.nj.us/transportation and for the draft FY2005-2008 Pennsylvania Statewide Transportation Improvement Program (STIP), available on the web at www.dot.state.pa.us.

Copies of the Draft TIPs are available for review at numerous libraries throughout the Delaware Valley, as well as in DVRPC's library, and on the DVRPC web page at www.dvrpc.org. The documents will also be available for review at the public meetings.

Written comments should be mailed to TIP05 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19108; or faxed to 215-592-9125; or e-mailed to tip-plan-comments@dvrpc.org. All comments must be received no later than 6 p.m. on June 3, 2004.

For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or via email at csnyder@dvrpc.org.

BIENES RAICES • VI

LEGAL

PUBLIC MEETING NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the DVRPC Draft FY 2005 Transportation Improvement Programs (TIPs) for the counties of Burlington, Camden, Gloucester and Mercer in New Jersey; and for the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania. In addition, DVRPC is proposing four amendments to Horizons, the Commission's Year 2025 Long-Range Plan for the region. They include the 1-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening; PA Turnpike from West of Valley Forge to East of Exton Widening; and Chester City Access Improvements. The comment period will run from May 5 to June 3, 2004.

Public meetings to receive comments on these documents have been scheduled for 4:00 - 6:00 p.m. on May 24, 2004 at The Enterprise Center, Burlington County College, 3331 Route 38, Mt. Laurel, NJ; and for June 3, 2004 at DVRPC's Conference Center, located on the 8th Floor, The Bourse Building, 111 South Independence Mall East, Philadelphia, PA

These public meetings will also serve as the public meetings for the draft FY2005-2007 New Jersey Statewide Transportation Improvement Program (STIP), available on the web at www.state.nj.us/transportation and for the draft FY 2005-2008 Pennsylvania Statewide Transportation Improvement Program (STIP), available on the web at www.dot.state.pa.us.

Copies of the Draft TIPs are available for review at numerous libraries throughout the Delaware Valley, as well as in DVRPC's library, and on the DVRPC web page at www.dvrpc.org. The documents will also be available for review at the public meetings.

Written comments should be mailed to TIPO5 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to tip-plan-comments@dvrpc.org. All comments must be received no later than 6 p.m. on June 3, 2004.

For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or via email at csnyder@dvrpc.org.

Delaware Valley Regional Planning Commission
Draft Fiscal Year 2005
Transportation Improvement Program (TIP)
TIP Highlights

The Delaware Valley Regional Planning Commission (DVRPC) Draft FY 2005 Transportation Improvement Program (TIP) for New Jersey and Pennsylvania is now available for public review. The TIP, like the Commission itself, includes the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey; and Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth. The agency does 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 DVRPC.

What is the TIP?

The TIP is a list of all projects for which federal funds will be sought, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Transportation Equity Act for the 21st Century, or TEA-21. The list is multi-modal; that is, in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers four years in Pennsylvania (Fiscal Years 2005 - 2008) and three years in New Jersey (Fiscal Years 2005 - 2007.) In Pennsylvania, the TIP is updated every other year. In New Jersey, it is updated annually.

The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred to maintain the financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

Summary of Draft DVRPC TIP for New Jersey, FY 2005 - 2007

The Draft DVRPC TIP for the New Jersey portion of the region (FY 2005-2007) contains over 136 projects, totaling \$812 million for the phases to be advanced over the next three years, averaging \$270 million per year. You will notice that virtually nothing has been programmed in FY07 in the New Jersey TIP for the entire Highway Program and the New Jersey Transit portion of the Transit Program. Funding issues surrounding the state's Transportation Trust Fund necessitate this approach and are further explained in NJDOT's Financial Guidance document included in the full Draft TIP. Programmed funding includes \$379 million in projects primarily addressing the highway system and close to \$433 million of transit projects for NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 18% of statewide resources (\$4.303 billion) - 19% of highway and bridge funds; and 17% of transit funds. The statewide resources figure (\$4.303 billion) does not include \$787 million for projects administered directly by NJDOT on a statewide basis, or \$41 million for the DRPA/PATCO program.

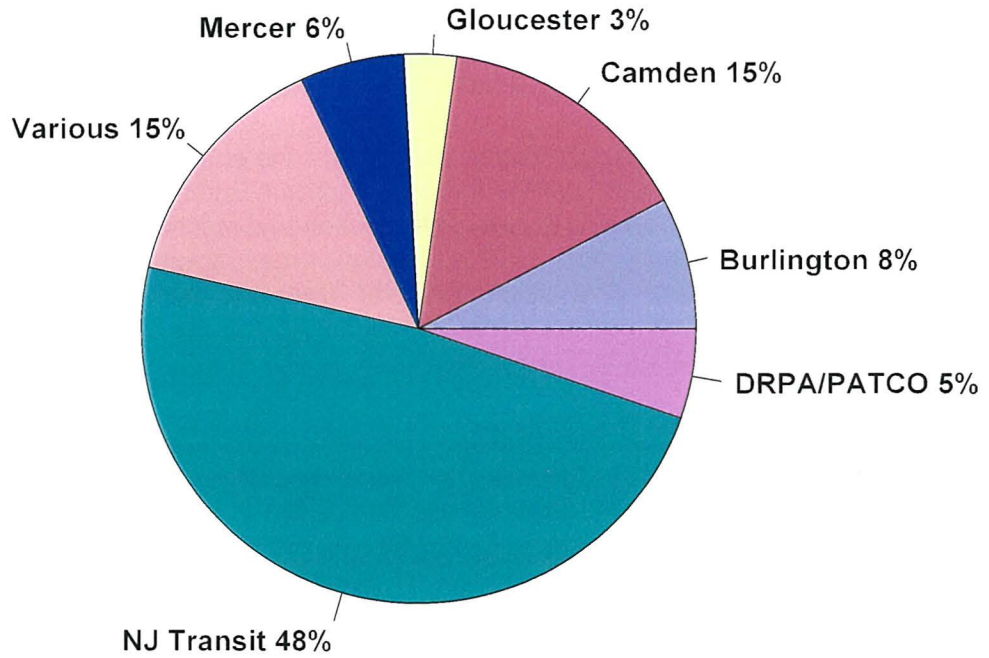
The TIP contains a wide variety of projects that will improve the entire transportation system, such as a new connector between I-295 and the New Jersey Turnpike in Burlington County, Collingswood and Berlin Circle improvements in Camden County, intersection and roadway improvements on Route 47 in Gloucester County, new pedestrian, bike and safety improvements along Route 29 in Mercer County, design and construction of a Delaware River Tram and over-haul of PATCO rail cars by DRPA, and platform and station improvements at Trenton Station as well as parking expansion and improvements at Hamilton Station by NJ Transit.

The following figures summarize the program.

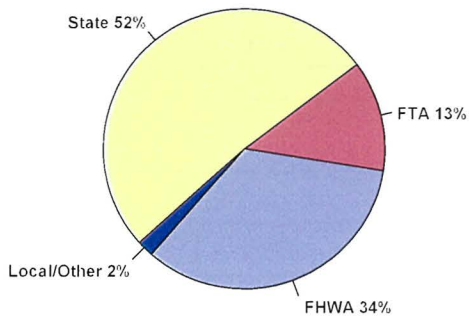
Figure 1: Cost Summary by County and Transit Operator New Jersey Subregion (\$ 000)				
	FY2005	FY2006	FY2007	Total
Highway Program				
Burlington	\$33,626	\$30,534	\$0	\$64,160
Camden	\$67,351	\$54,155	\$0	\$121,506
Gloucester	\$19,560	\$5,465	\$0	\$25,025
Mercer	\$27,943	\$22,516	\$0	\$50,459
Various	\$56,602	\$59,217	\$2,000	\$117,819
Subtotal	\$205,082	\$171,887	\$2,000	\$378,969
Total Cost - 3 Year Highway Program				\$378,969
Transit Program				
DRPA/PATCO	\$14,365	\$14,970	\$11,275	\$40,610
NJ Transit	\$196,338	\$196,178	\$0	\$392,516
Subtotal	\$210,703	\$211,148	\$11,275	\$433,126
Total Cost - 3 Year Transit Program				\$433,126
Grand Total Cost -3 Year Highway and Transit Program				\$812,095

Figure 2: Cost Summaries for the New Jersey Subregion

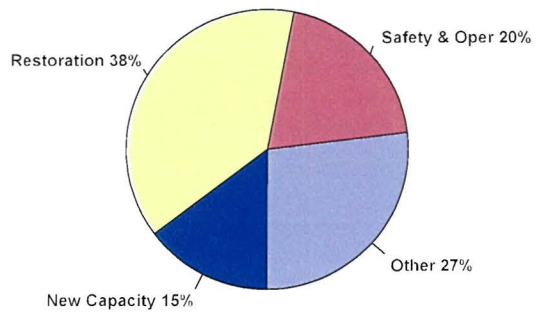
By County and Operator



By Funding Source



By Project Type



Summary of Draft DVRPC TIP for Pennsylvania, FY 2005 - 2008

The Draft DVRPC TIP for the Pennsylvania portion of the region contains over 510 projects totaling more than \$3.5 billion for the phases to be advanced during the next four years, averaging \$876 million per year. It includes \$1.8 billion in projects primarily addressing the highway system and \$1.7 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Keystone Service. The DVRPC program represents approximately 40% of total statewide resources - 27% of highway and bridge funds, and 62% of transit funds.

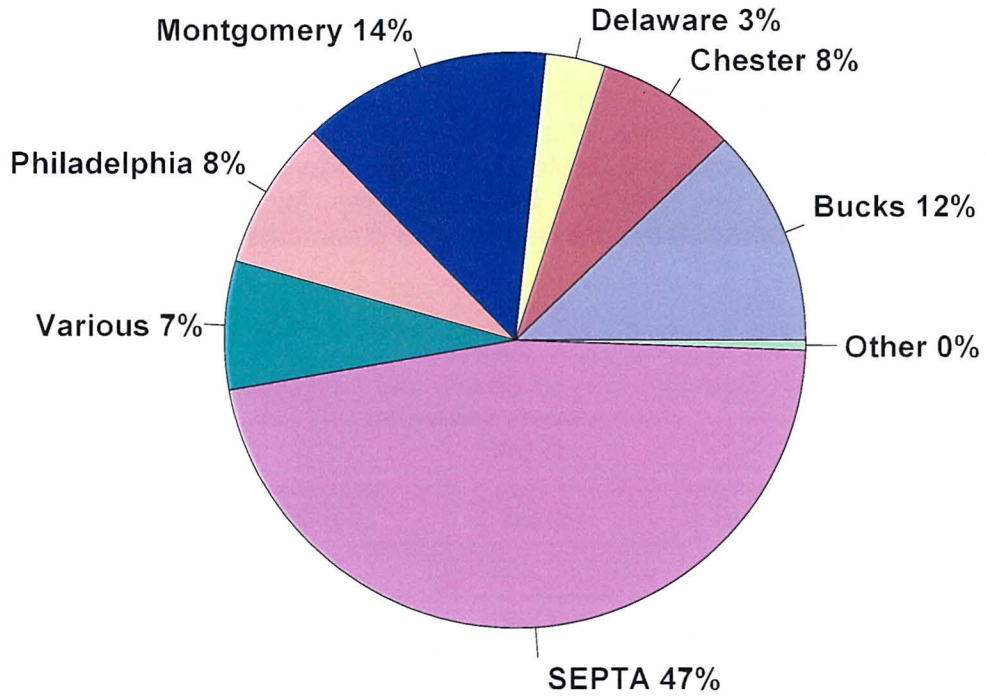
The TIP contains a wide variety of projects that will improve the entire transportation system, such as: PA-413 Corridor Improvements and repair/replacement of over 50 bridges (Bucks County); US 322 corridor improvements and projects to improve access to Chester City's waterfront (Delaware County); restoration and reconstruction of Route 1 and construction of French Creek Parkway (Chester County); interchange and roadway improvements on US 202 (Bucks, Chester and Montgomery Counties); reconstruction of I-95, replacement of the South Street Bridge, and pedestrian streetscape improvements at 30th Street Station (Philadelphia); reconstruction of PA-309 and a new configuration for Lafayette Street at the PA Turnpike and Route 202 (Montgomery County); Market Street Elevated Reconstruction Program and a new "SMART" Station Program for improved safety and security (SEPTA); and multi-use bike/pedestrian paths and railroad grade crossing safety improvements in various counties.

The following figures summarize the program.

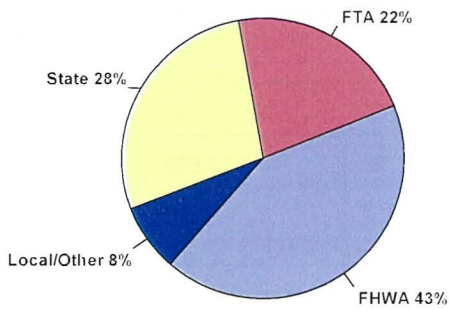
Figure 3: Cost Summary by County and Transit Operator Pennsylvania Subregion (\$ 000)					
	FY2005	FY2006	FY2007	FY2008	Total
Highway Program					
Bucks	\$87,477	\$103,546	\$90,686	\$149,600	\$431,309
Chester	\$58,296	\$53,699	\$54,575	\$105,185	\$271,755
Delaware	\$23,104	\$31,262	\$38,028	\$21,818	\$114,212
Montgomery	\$133,357	\$109,225	\$121,728	\$118,930	\$483,240
Philadelphia	\$72,947	\$82,444	\$78,940	\$56,324	\$290,655
Various	\$64,956	\$81,487	\$59,830	\$47,652	\$253,925
Subtotal	\$440,137	\$461,663	\$443,787	\$499,509	\$1,845,096
Total Cost - 4 Year Highway Program					\$1,845,096
Transit Program					
Keystone Service	\$11,000	\$9,000	\$0	\$12,900	\$32,900
Pottstown	\$3,533	\$1,312	\$1,312	\$0	\$6,157
SEPTA	\$445,664	\$395,901	\$395,910	\$383,004	\$1,620,479
Subtotal	\$460,197	\$406,213	\$397,222	\$395,904	\$1,659,536
Total Cost - 4 Year Transit Program					\$1,659,536
Grand Total Cost - 4 Year Highway and Transit Program					\$3,504,632

Figure 4: Cost Summaries for the Pennsylvania Subregion

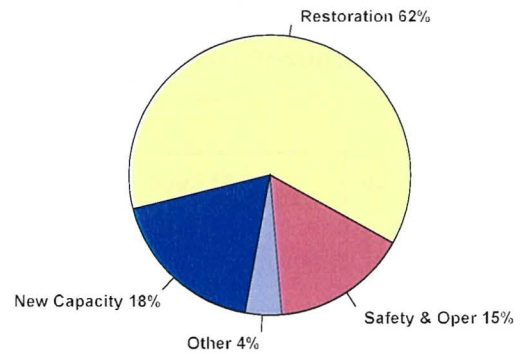
By County and Operator



By Funding Source



By Project Type



Public Comment Process

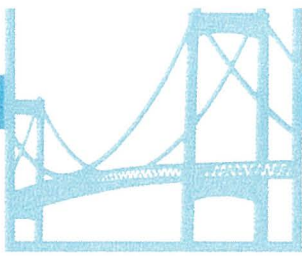
DVRPC encourages the public to pose questions and comments about the TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. While developing the TIP updates, we establish a special public comment period on the draft TIP. Public review of the draft TIP extends from May 5, 2004 through 6:00 P.M. on June 3, 2004. Two public meetings have been scheduled to allow the public to ask questions and present their comments: Enterprise Center on Route 38 in Mount Laurel, New Jersey, on May 24; and at DVRPC in downtown Philadelphia on Thursday, June 3. All meetings will run between 4:00 and 6:00 P.M. Written comments are requested. Further information about the public meetings is enclosed.

Copies of Draft TIP Documents

Copies of the draft TIP are available for review at numerous libraries throughout the region, as well as in DVRPC's library and on the DVRPC web page at www.dvrpc.org. The documents will also be available for review at the public meetings.

Submitting Written Comments

Written comments should be forwarded to: TIP Comments, c/o DVRPC Public Affairs Office, 111 S. Independence Mall East, Philadelphia, PA 19106; faxed to 215-592-1800; or emailed to tip-plan-comments@dvrpc.org.



DVRPC PLANS OVER \$4 BILLION IN TRANSPORTATION IMPROVEMENTS FOR THE REGION

With the help of comments from the region's residents, businesses, and planners, the DVRPC Board authorized over \$4 billion in funding for major highway and public transit investments at its June 2004 meeting, with the adoption of the Fiscal Year 2005 Transportation Improvement Program (TIP) for Pennsylvania and New Jersey.

The TIP is the regionally agreed upon list of priority transportation projects, including bicycle, pedestrian and freight initiatives in addition to traditional highway and transit projects. More than 510 projects and almost \$3.5 billion in federal and state funds were programmed in **Pennsylvania** for **Bucks, Chester, Delaware, Montgomery** and **Philadelphia** counties. Nearly \$812 million was allocated to over 135 projects in **New Jersey** for **Burlington, Camden, Gloucester** and **Mercer** counties.

“The TIP is the regionally agreed upon list of priority transportation projects, including bicycle, pedestrian and freight initiatives in addition to traditional highway and transit projects.”

DVRPC develops a TIP every year that covers the four New Jersey counties of the DVRPC region and every other year covering the five Pennsylvania counties. Work has been ongoing since the fall of 2003 on this TIP update, gathering input on project needs, building consensus among the region's planning partners, while insuring that all federal requirements are met, including those concerning financial constraint, air quality and public participation.

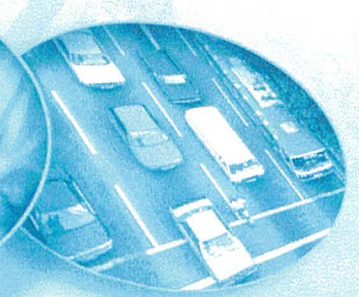
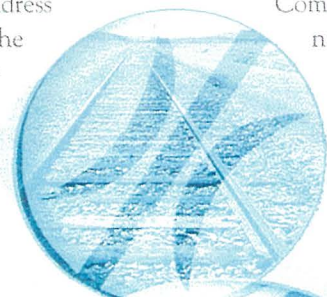
To invite extensive public comment on the TIP, DVRPC opened a 30-day public comment period that ended June 3, 2004. Information was mailed to well over 3,000 groups and individuals in cooperation with the region's Transportation Management Associations (TMA), the League of Women Voters, chambers of commerce, and over 70 libraries. Two public meetings, one in Pennsylvania and one in New Jersey, were held to address and receive comments on the draft TIP, as well as on four amendments to DVRPC's Year 2025 Long-Range Plan, Horizons. These amendments include the I-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening;

“To invite extensive public comment on the TIP, DVRPC opened a 30-day public comment period.”

PA Turnpike from West of Valley Forge to East of Exton Widening; and Chester City Access Improvements.

The meetings and public comment period also served as the public outreach for the draft FY2005-2007 New Jersey Statewide Transportation Improvement Program (STIP) and for the draft FY2005-2008 Pennsylvania Statewide Transportation Improvement Program (STIP). The DVRPC Draft TIP and Plan Amendments, as well as the STIPs, were made available in various libraries and on the Internet at www.dvrpc.org. Individuals and organizations could provide written comments via regular mail, e-mail, and fax.

Comments were received from numerous individuals, member counties and cities, operating agencies and the Regional Citizens Committee and Goods Movement Task Force of DVRPC. ☺



New Jersey Libraries Displaying the TIP

Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107
Monroe Township Public Library 306 S. Main Street Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Rd. Mullica Hill, NJ 08062
Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Mercer County Library, Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Camden County Library 203 Laurel Road Voorhees, NJ 08043	Camden County Library Gloucester Rotary Public Library 15 Blackhorse Pike Blackwood, NJ 08012
Camden County Library Echelon Mall, Store #2105 Voorhees, NJ 08043	

Pennsylvania Libraries Displaying the TIP

<p>Ramonita G. Derodriquez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123</p>	<p>Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107</p>
<p>Northwest Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144</p>	<p>McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134</p>
<p>Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149</p>	<p>Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103</p>
<p>West Philadelphia Regional Library 125 S. 52nd Street Philadelphia, PA 19139</p>	<p>Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103</p>
<p>Bucks County Free Library 150 S. Pine Street Doylestown, PA 18901</p>	<p>Levittown Regional Library 7311 New Falls Road Levittown, PA 19055</p>
<p>Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320</p>	<p>Chester County Library 450 Exton Square Parkway Exton, PA 19341</p>
<p>Newtown Public Library 3544 West Chester Pike Newtown Square, PA 19073</p>	<p>J. Lewis Crozer Library 620 Engle Street Chester, PA 19013</p>
<p>Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038</p>	<p>Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969</p>
<p>LaMott Free Library 7420 Sycamore Avenue LaMott, PA 19027</p>	<p>Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003</p>
	<p>Independence Branch Library 18 South 7th Street Philadelphia, PA 19106</p>

Part E

**Unabridged Public Comments on the
Draft FY05 TIP are Available
in the DVRPC Library**



Delaware Valley Regional Planning Commission

Final Version - Adopted June 2004

**FY 2005 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

**Final Version
Volume IV - Public Comments and Agency Responses**

Publication Number: 4022

Date Published: October 2004

Geographic Area Covered: Delaware Valley Region

Key Words: Public Outreach, Title VI of the 1964 Civil Rights Act, Environmental Justice, Transportation, TIP, Highways, Transit, Bridges, Congestion Mitigation and Air Quality Improvement Program, Transportation Enhancements Program, Transportation Equity Act for the 21st Century, New Jersey Department of Transportation, Pennsylvania Department of Transportation, NJ TRANSIT, SEPTA, DRPA/PATCO, Federally Funded Projects

ABSTRACT

The Transportation Improvement Program (TIP) document includes (1) a description of the TIP public involvement process, including how DVRPC has met the requirements of Title VI of the 1964 Civil Rights Act as Environmental Justice efforts, (2) copies of the comments received by both DVRPC member agencies and the general public, (3) agency responses to the public comments, and (4) Documentation of public outreach efforts including Public Notices and Press Releases.

Delaware Valley Regional Planning Commission
8th Floor - The Bourse Building
111 South Independence Mall East
Philadelphia, PA 19106-2582

Phone: 215-592-1800

Fax: 215-592-9125

Internet: www.dvrpc.org

Staff Contact: Charles D. Dougherty
Associate Director Transportation Planning Division

