

ADMINISTRATIVE VERSION

TIP

**Transportation
Improvement
Program**

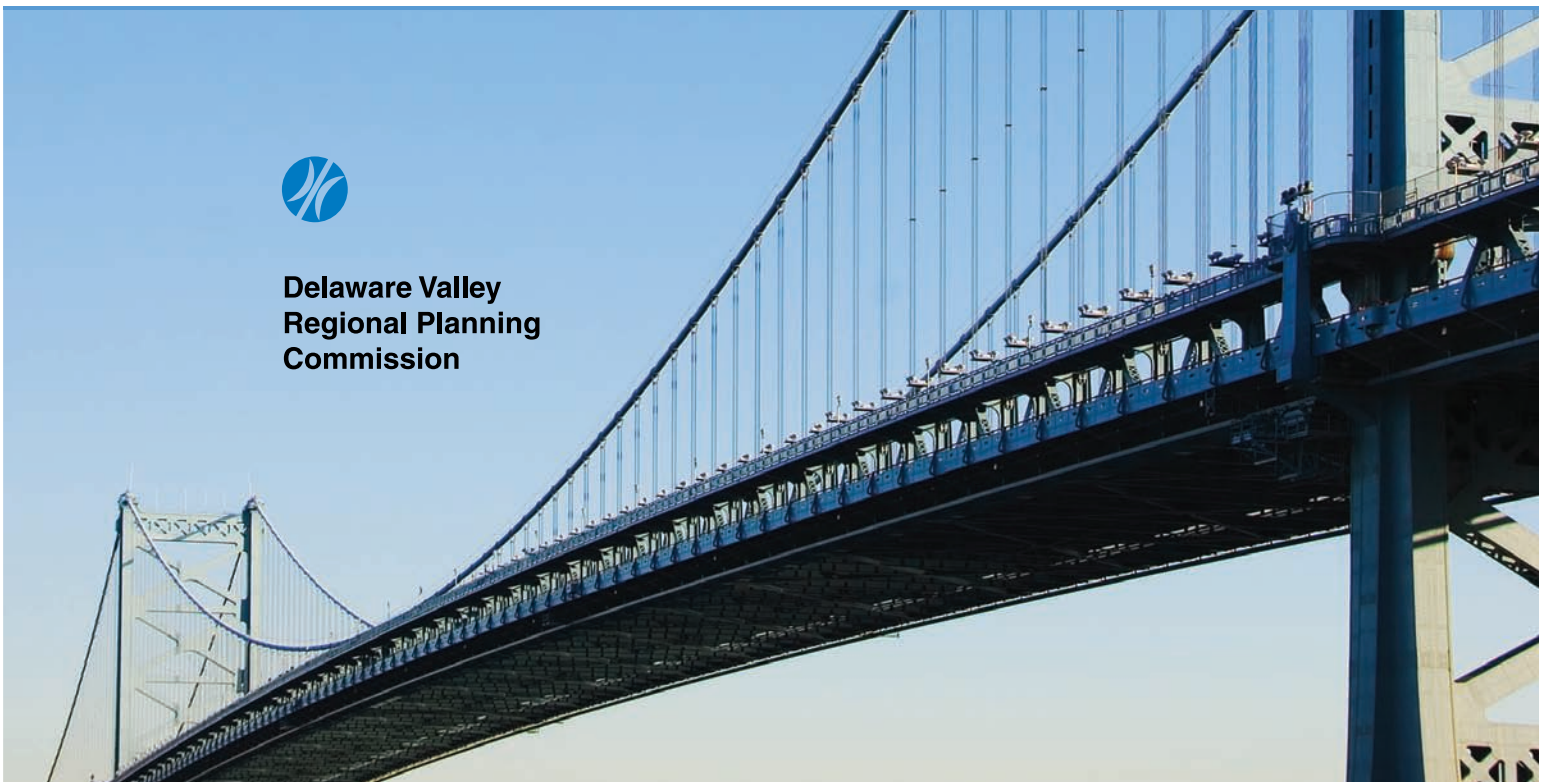
PUBLIC OUTREACH

Adopted June 2008 - Volume IV

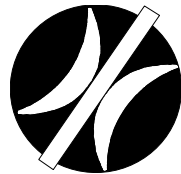
DVRPC FY2009 TIP for NEW JERSEY and PENNSYLVANIA (FY2009-2012)



**Delaware Valley
Regional Planning
Commission**



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.



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 Fiscal Year 2009 Transportation Improvement Program

Volume IV • Public Outreach

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PART A

Summary of DVRPC Public Involvement Process



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public involvement and feel it is the only real way to ascertain the interests of a wide variety of citizens – whether those citizens are the under-involved, the private sector, special interest activists, mature citizens, educators and parents, public officials, or 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.

Dealing with Environmental Justice Concerns

Title VI of the 1964 Civil Rights Act states that “no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” 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.

DVRPC, as the Metropolitan Planning Organization (MPO) for the Delaware Valley, serves as the primary forum at which state departments of transportation, transit providers, local agencies, and the public develop local transportation plans and programs that address the region's needs. 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.

For this reason, DVRPC has utilized its geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, our outreach has been targeted to specific communities as well as to the region as a whole.

Reaching Out to the Region's Citizen

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 Transportation Improvement Program (TIP). The TIP, as the agreed-upon list of priority projects for the region, manages the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley.

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 a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and citizens. Additional stakeholders were reached through DVRPC's extensive e-mail list.

The public comment period for the DVRPC FY 2009 TIP for New Jersey and Pennsylvania opened on May 2, 2008, and extended through June 2, 2008 at 5:00 p.m. (EST) In addition to the required legal notices and press releases we issue each year, there were two meetings held in strategically identified locations:

WEDNESDAY, MAY 14, 2008

3:30 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

WEDNESDAY, MAY 28, 2008

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library
1100 Kings Highway North

These meetings also served as the public meeting for the draft FY2009 - 2012 New Jersey Statewide Transportation Improvement Program (STIP). And, as always, all meeting locations are transit accessible and ADA compliant. DVRPC also offered to provide translation and/or signing services if notified of this need in advance of the meeting.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, Al Dia, The Trentonian, and The Courier Post, and press releases were issued in May, 2008, to a wide variety of electronic and print media. In addition, notices and TIP information were sent to over 30 regional libraries, as another means of making this information available to the public. DVRPC staff also presented the draft TIP to the Regional Transportation Committee, and the Regional Citizens Committee.

Copies of the announcements, media releases, public notices, and public information documents follow this summary.

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. A translation of the public notice was available on the web in Spanish. People were able to download and/or access the TIP materials during the public comment period. In addition, an email address was established (tip-plancomments@dvrpc.org) to facilitate the submission of comments.

During the public comment period, approximately 77 individuals or agencies in addition to DVRPC's Regional Citizens Committee 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. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. Summaries of the comments and the agency responses are provided in the following section titled "Compilation of Public and Agency Comments and Responses".

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 screening and planning processes. 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 engaging 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.

A sample of materials provided during the TIP public comment period are shown in Part C.

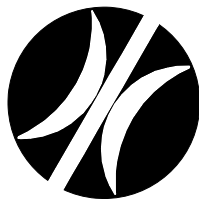
PART B

Recommended Changes, Comments, and Responses on the Draft DVRPC FY2009 TIP for New Jersey and Pennsylvania

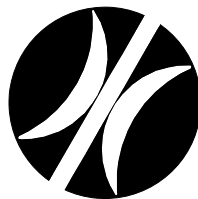
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DVRPC Member Agency Responses to Comments



Recommended Changes
to the
Draft DVRPC FY2009 Transportation Improvement Program for
New Jersey



Presented at the
DVRPC Board Meeting
June 26, 2008

Recommended Changes to Draft FY2009 TIP for New Jersey - DVRPC Board - June 26, 2008

DVRPC Highway Projects to be Added to the FY2009 TIP

Camden	07303	Campbell Revitalization Area	Add this project to the TIP for \$12.24 Million state funds for CON in FY09 as this project will not be authorized in FY08 as anticipated and Draft FY2009 TIP funding does not account for full construction funding.
Gloucester	D0807	Kings Highway, Resurfacing & Safety Improvements (CR 551) (DEMO)	Add project to TIP. Engineering-Right of Way-Construction (ERC) should be added for \$0.5 M of DEMO funds in FY 2009. These DEMO funds are a special federal appropriation reassigned from the Route 295, Paulsboro Brownfield Access project.
Gloucester	D0807	Tanyard Road, Resurfacing & Safety Improvements (CR 663) (DEMO)	Add this project to TIP. Engineering-Right of Way-Construction (ERC) should be added for \$0.5 M of DEMO funds in FY 2009. These DEMO funds are a special federal appropriation reassigned from the Route 295, Paulsboro Brownfield Access project.
Mercer	04316	Route 1 Business, Brunswick Circle to Texas Avenue	Advance this streetscape project from Study and Development by adding construction funding for \$4.1 M of STP-TE in FY 2011.

DVRPC Highway Projects to Include in Study and Development

Camden	355A	Route 295/42, Missing Moves, Bellmawr	Design funding is expected be needed in late FY 2009. However, preliminary design should be replaced with feasibility assessment in the study and development program so that the project scope can be reevaluated.
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DVRPC Highway Projects with Cost Increases

Camden	155C	Route 30/130, Collingswood Circle (CR 571)	Design funding should be switched from federal to State in FY 2009. The construction schedule has slipped from FY 2010 to FY 2011 and funding should be increased from \$30.13 million to \$35.191 million. The new multi-year amounts are \$20.126 M in FY 2011 and \$15.065 M in FY 2012.
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DVRPC Highway Project Schedule Adjustments or Cost Restructuring

Camden	06367	County Route 561 over Cape May Branch	Construction funding should be switched from State to Bridge funds in FY 2012.
Burlington	567	Route 73/70, Marlton Circle Elimination (5)	Construction funding should be equally split between HSIP and NHS funds. The programmed amounts are \$15.35 M of HSIP and \$15.35 M of NHS funds in FY 2009.
Burlington	01356	Route 130, Craft's Creek Bridge	Construction funds should be switched from federal to State funds in FY 2010.
Mercer	L064	Route 206, South Broad Street Bridge over Assunpink Creek	Construction funds should be switched from federal to State funds in FY 2010.
Camden	355A	Route 295/42, Missing Moves, Bellmawr	Design funding is expected be needed in late FY 2009. However, preliminary design should be replaced with feasibility assessment in the study and development program so that the project scope can be reevaluated. Design funding should be moved up to FY 2009 and right of way funding should be moved up to FY 2011. Utilities should be added in FY 2013 for \$1.1 M. Construction should be reduced by \$1.1 M due to the advanced funding of utilities. The new programmed amounts are: Design - \$4.0 M of Demo funds in FY 2009; Right of Way - \$1.132 M of Demo funds in FY 2011; Utilities - \$1.1 M of HPP20 funds in FY 2013; and Construction - \$9.621 M of HPP10 and \$16.891 M of HPP20 funds in FY 2014, \$40.944 M of I-Maintenance funds in FY 2015 and \$40.944 M of I-Maintenance funds in FY 2016.

DVRPC Highway Projects With Scope Revisions

Burlington	252A1	Route 70, Airport to Marlton Circle Operational Improvements	Change title to: Route 70, Route 38 to Route 73, Operational and Safety Improvements. Change description to: This corridor experiences high levels of congestion and accidents under existing conditions. A recently completed concept development study recommended operational and safety improvements at the failing intersections along the entire 8.33 mile length.
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DVRPC Highway Projects to be Removed from the Study and Development Program

Camden	02395A	Cramer Hill Waterfront Access	Work has stopped and the project should be removed from the study and development program.
Camden	02395C	Cramer Hill /Von Neida park Flood Control and Watershed Planning	Work has stopped and the project should be removed from the study and development program.
Gloucester	01351B	Route 322, Fries Mill Road Intersection Improve. (CR 655)	This improvement will be done by a developer; therefore the project should be removed from the study and development program.

NJDOT Statewide Program Revisions

Statewide	X02	Airport Improvement Program	Airport Improvement Program (DB # X02) the identification number (DB #) should be changed to 08415 and the description should be updated. The description should be revised as follows: "Notwithstanding any law to the contrary, amounts herein above appropriated for the Airport Improvement Program are appropriated for grants to be made by the Commissioner of the Department of Transportation pursuant to a competitive project application process for projects, including but not limited to, safety, preservation, rehabilitation and capital improvements at public-use general aviation airports, aviation planning purposes, aviation education and information programs, aviation studies, airport feasibility studies, and also to provide matching funds to help match and capture federal funds."
Statewide	X72A	Betterments, Bridge Preservation	Betterments, Bridge Preservation (DB # X72A) funding should be adjusted between federal and state in FY 2011 and FY 2012. The new amounts are \$5.518 M of I-Maintenance funds and \$22.282 M of State funds in FY 2011 and \$6.7M of I-Maintenance funds and \$24.5 M of State funds in FY 2012.
Statewide	03304	Bridge Deck Replacement Program	Bridge Deck Replacement Program (DB# 03304) phase should be changed from engineering-construction (EC) to construction
Statewide	08381	Bridge Replacement, Future Projects	Bridge Replacement, Future Projects (DB # 08381) funding should be increased in FY 2010 through FY 2012. The new amounts are \$5.0 M in FY 2010, \$4.394 M of Bridge funds in FY 2011 and \$0.237 M of Bridge funds in FY 2012..
Statewide	X34	Freight Program	Freight Program (DB # X34) should be reduced by \$ 2.0 M of State funds in FY 2009. The new amount is \$10.5 M of State funds in FY 2009.
Statewide	X186	Local Aid, Infrastructure Fund	Local Aid, Infrastructure Fund (DB # X186) should be increased by \$ 2.0 M of State funds in FY 2009. The new amount is \$19.5 M of State funds in FY 2009.
Statewide	06403	Pedestrian Safety Improvement Design and Construction	Pedestrian Safety Improvement Design and Construction (DB # 06403) State funding should be increased in FY 2009 and FY 2010 and reduced in FY 2011. The new amounts are \$5.0 M of State funds in FY 2009, \$1.3 M of State funds in FY 2010 and no State funds in FY 2011.
Statewide	X11	Unanticipated Design, Right of Way and Construction Expenses, State	Unanticipated Design, Right of Way and Construction Expenses, State (DB # X11) State funding should be adjusted in FY 2009 through FY 2012. The new amounts are \$20.823 M in FY 2009, \$22.892 M in FY 2010, \$16.418 M in FY 2011, and \$30.055 M in FY 2012.

Add New Fully Funded Projects Using Special Discretionary Funds

Various		As needed	Add new projects to the TIP that received specially earmarked DEMO or other discretionary funds from SAFETEA LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.
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Add Transportation Enhancement/Home Town Streets Safe Routes to School Projects

Various		As needed	Add the previously selected TE and HTSSRTS projects to the TIP as needed by breaking out from the statewide TE/HTSSRTS line item at the appropriate time.
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Technical Corrections

Various		As needed	Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and
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NJDOT's 10 Year Capital Program

			Acknowledge NJDOT's 10 year Capital Program
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Recommended Changes
to the
Draft DVRPC FY2009 Transportation Improvement Program for
Pennsylvania



Presented at the
DVRPC Board Meeting
June 26, 2008

Recommended Changes to Draft FY2009 TIP for PA - DVRPC Board - June 26, 2008

DVRPC Highway Projects to be Added to the FY2009 TIP

Bucks	80056	Mill Road Bridge - Local Bridge from Design line item	Add project to TIP and draw from reserve line items (\$200,000 FD in FY09, \$50,000 UTL in FY11, \$50,000 ROW in FY11, and \$1 million CON in FY11. Split 80% federal/15% state/5% local). Selected in 2007 for Design Line Item.
Chester	80050	Pusey Mill Road Bridge - Local Bridge from Design line item	Add project to TIP and draw from reserve line items (\$180,000 FD in FY09, \$66,000 ROW in FY10, and \$1.2 million CON in FY11. Split 80% federal/15% state/5% local).Selected
Chester	80049	Walker Road Bridge - Local Bridge from Design line item	Add project to TIP and draw from reserve line items (\$250,000 FD in FY10, \$100,000 ROW in FY11, and \$1.5 million CON in FY11. Split 80% federal/20% local).Selected in 2007 for Design Line Item.
Delaware	80051	Rosemont Avenue Bridge - Local Bridge from Design line item	Add project to TIP and draw from reserve line items (\$400,000 PE in FY09, \$350,000 FD in FY11, and \$100,000 ROW in FY12, and \$40,000 UTL in FY12. CON in LFY. Split 80% federal/15% state/5% local). Selected in 2007 for Design Line Item.
MontCo	80052	Fetter's Mill Road Bridge - Local Bridge from Design line item	Add project to TIP and draw from reserve line items (\$408,000 PE in FY10. FD, ROW, and CON in LFY. Split 80% federal/15% state/5% local).Selected in 2007 for Design Line Item.
MontCo	80053	Knight's Road Bridge - Local Bridge from Design line item	Add project to TIP and draw from reserve line items (\$200,000 FD in FY12. ROW, UTL, and CON in LFY. Split 80% federal/15% state/5% local).Selected in 2007 for Design Line Item.
MontCo	16216	Pennswood Road (Local Bridge)	Add final design (\$360,000 federal/\$67,500 state/\$22,500 local) and ROW (\$160,000 federal/\$30,000 state/\$10,000 local) in FY10. CON currently shows in LFY and early phases were not obligated this FY.
Chester	14653	State Street Bridge (Local Bridge)	Add project to TIP for \$1.5 million CON in FY11 (\$1.2 million federal/\$225,000 state/\$75,000 local match). Project appears in the FY2007 TIP.
Phila	57278	Rising Sun Bridge (Local Bridge)	Add project to TIP for \$3 million CON in FY09 (\$2.4 million STP/\$450,000 185/\$150,000 local match). Project appears in the FY2007 TIP
Phila	72597	Ben Franklin Operational Improvements (DEMO)	Add DEMO project to TIP for \$500,000 PE phase in FY09 using a portion of remaining earmark (\$400,000 DEMO/\$100,00 DRPA/PATCO match). Project will provide for preliminary engineering for signing improvements and signal timing optimization improvements at 15thBroad/Vine interchange and 8th/Vine interchange and surrounding areas. Further study and analysis will occur to determine appropriate improvements for the Broad St/15th Street and Vine Street Expressway interchange, including restriping and providing a slip ramp to Callowhill Street. IACG consultation completed for Air Quality Conformity. Project appeared in the FY2005 TIP.
Phila	74828	American Cities/Safe Routes to School Phase 3 (DEMO)	Add \$3.2 million DEMO project to the TIP (\$320,000 DEMO/\$80,000 local for PE in FY09; \$320,000 DEMO/\$80,000 local for FD in FY10; and \$1.920 million DEMO/\$480,000 local

DVRPC Highway Projects to be Added to the FY2009 TIP, Con't...

MontCo	MPMS TBD	Memorial Park Drive (DEMO)	Add this new project to the TIP using \$294,000 DEMO/\$1.406 local CON in FY09. PA ID #703. 2008 Appropriations.
MontCo	MPMS TBD	US 202 Section 700 ITS (DEMO)	Add this new project to the TIP using unobligated ISTEA earmark for US 202 (\$9,953,121 DEMO/Toll Credit Match) for CON in FY09.
Phila	77464	Chinatown Plaza Revitalization (TE)	Add this Transportation Enhancement project to the TIP, with funds to be drawn from the TE line item when appropriate. Project appears in the FY2007 TIP.
Chester	71198	Park Road Trail (TE)	Add this Transportation Enhancement project to the TIP, with funds to be drawn from the TE line item when appropriate. Project appears in the FY2007 TIP.
Phila	77467	Fox Chase/Rockledge Streetscape, Phase III (TE)	Add this Home Town Streets Safe Routes to School project to the TIP, with funds to be drawn from the TE line item when appropriate. Project appears in the FY2007 TIP.
Delaware	61695	Oakland Road Corridor Easement (HTSSRTS)	Add this Home Town Streets Safe Routes to School project to the TIP, with funds to be drawn from the TE line item when appropriate. Project appears in the FY2007 TIP.
Delaware	71202	E. Coast Greenway/Chester Riverfront, Phase II (TE)	Add this Transportation Enhancement project to the TIP, with funds to be drawn from the TE line item when appropriate. Project appears in the FY2007 TIP.
Delaware	77472	Knowles Avenue Side Walk/Underpass Project (HTSSRTS)	Add this Home Town Streets Safe Routes to School project to the TIP, with funds to be drawn from the TE line item when appropriate. Project appears in the FY2007 TIP.
Chester	61885	Schuylkill River Trail (LFY)	Add LFY costs \$400,000 CMAQ/\$100,000 local match for CON. This project appears in the FY2007 TIP.

DVRPC Transit Projects to be Added to the DVRPC FY2009 TIP

SEPTA	73214	Ardmore Transit Center (DEMO)	Add project to TIP for ERC in FY09 (\$5.405 DEMO/\$1.351 Local match) and note preliminary estimate for project is approximately \$20 million. IACG consultation completed for Air Quality Conformity. Project appears in the FY2007 TIP.
Phila	80951	Cruise Terminal Intermodal Parking Facility (DEMO)	Add DEMO project to the TIP using \$2.280 million DEMO/\$570,000 DRPA/PATCO match for CON in FY2009. This project appears in the FY2007 TIP.

DVRPC Highway Projects with Cost Increases

Phila	77479	Roxborough Streetscape Improvements (TE)	Increase CON using \$800,000 DEMO/Toll Credit Match in FY09 for this this HTSSRTS project, using SAFETEA LU ID #2832.
MontCo	16248	Union Avenue (Bridge)	Increase CON by \$1.64 million. Draw funds from reserve line items.
MontCo	63492	US 202, Swedesford Road to PA 309, Section 65N	Increase CON by \$10.667 million as this project will not be authorized in FY08 as anticipated and Draft FY2009 TIP funding does not account for full construction funding.

DVRPC Transit Project with Cost Increase

Phila	84470	Penn's Landing Ferry System (DEMO)	Increase CON using available earmarks for CON in FY09 \$5.6 million DEMO/\$1.4 million DRPA/PATCO match.
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DVRPC Highway Project Schedule Adjustments or Cost Restructuring

Phila	46958	Navy Yard Access	Add PE and FD phases, and adjust ROW, UTL, and CON to maintain cost of the project. Edit the description to include reconstruction of Langley Avenue. Note that this project will be advanced by PIDC.
Phila	74829	Schuylkill River Park Rail Crossings	Correct CON in FY09 to reflect full DEMO amount \$600,000 DEMO/Toll Credit Match
Bucks	13347	I-95 / PA Turnpike Interchange	Replace the ROW phase listed to FD for the same cost (\$6.129 million), and revise overall cost estimates in LFY and description to reflect year of expenditure adjustments. Total estimated project cost is \$1 billion.
Chester	14251	Chandler Road Bridge	Correct ROW funding split to 80% federal/15% state/5% local. \$40,000 Bridge/\$7,500 State/\$2,500 local match in FY09
Chester	83710	Boot Road Extension Bridge	Replace \$700,000 of the local funds for CON with \$700,000 DEMO from SAFETEA LU Technical Corrections Bill.
Phila	73136	Mt. Airy Main Street (TE and DEMO)	Replace local match for DEMO funds with Toll Credit match.
MontCo	16085	PA 29 over Hosensack Creek (Bridge)	Add \$1.5 million CON costs in LFY. FD, UTL, and ROW appear in the FY2009 Draft TIP.
MontCo	48181	Fitzwatertown Rd.	Add \$1 million CON costs in LFY. FD, UTL, and ROW appear in the FY2009 Draft TIP.
MontCo	64795	Rock Hill Rd./Belmont Ave. Corridor Improvements	Note that a cost sharing agreement between PennDOT and Montgomery County for the ROW phase in LFY will be determined in the future.
MontCo	48187	I-76 Phase 2-Henderson/Gulph Road Widen	Show ROW (\$1.5 million) and CON (\$10 million) estimates in Later fiscal Years
Various	Reserve Line Items	Reserve Line Items - MPMS #'s 76175, 79927, 79929, 79980, and 84318.	Adjust as necessary to provide funding for MPMS #80056, 80050, 80049, 80051, 80052, 80053, 14563, 16248, 63492, 14251 and 16216.

DVRPC Highway Funded Projects With Scope Revisions

Chester	60687	Southern Chester Rail Corr Imp	Change description. Purpose of project will remain the same to eliminate multiple train crossings over Route 1, but will be accomplished by constructing a 2100' rail siding in Pocopson instead of a rail connection in Chadds Ford. This will eliminate the need for ROW purchase which has been partly responsible for the delay and another at-grade crossing.
Chester	71195	Coatesville Train Station Rehabilitation, Phase 1	Change description and Remove Phase I from title. The project will continue to provide for the rehabilitation of the existing Amtrak station, but will no longer include platform and canopy work, as the cost to rehabilitate the building is much higher than anticipated.

DVRPC Transit Projects With Scope Revisions

SEPTA	60317	Federal Preventative Maintenance	Change description and add verbiage to include rail car overhaul (as was amended into the FY2007 TIP).
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DVRPC Highway Projects to be Removed from the TIP

MontCo	72991	Plymouth Elementary Sidewalk Project (TE)	Remove notation of this project from TE Line Item MPMS #64984. Project sponsor elected to drop the project due to high cost.
MontCo	57866	Norristown Rd.at Stenton Ave./Narcissa Rd. (6 points)	Remove this project from the program as Township is not advancing it.
Phila	64804	Delaware Avenue Signals, Race Street to Oregon	Remove this project from the program. The City intends to review this corridor as part of the Signal Re-timing Program (MPMS #84457, which will be switched to the "Various" County section in the program).
Phila	64808	Whitaker Avenue/B Street Signals, Allegheny Ave to Roosevelt Blvd	Remove this project from the program. The City intends to review this corridor as part of the Signal Re-timing Program (MPMS #84457, which will be switched to the "Various" County section in the program).

Add New Fully Funded Projects Using Special Discretionary Funds

Various		As needed	Add new projects to the TIP that received specially earmarked DEMO or other discretionary funds from SAFETEA LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.
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Add Transportation Enhancement/Home Town Streets Safe Routes to School Projects

Various		As needed	Add the previously selected TE and HTSSRTS projects to the TIP as needed for drawing down from the TE line item at the appropriate time.
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Technical Corrections

Various		As needed	Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.
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Interstate Management Program

Various	84226	I-95 Bridge Interstate Line Item	Acknowledge Inclusion of this project in the Interstate Management Program (IMP) for the DVRPC region. This project provides funds for structurally deficient bridges on I-95, and totals \$255,085,000 through a combination of DEMO/Bridge Bond/federal bridge funds/state bridge funds
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Summary of Public Comments Received
on the
Draft DVRPC FY2009 Transportation Improvement Program for
New Jersey and Pennsylvania

(Summary followed by original comments)



Presented at the
DVRPC Board Meeting
June 26, 2008

**Index of Comments
on the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

ITEM(S)	COMMENTOR	ISSUE
<i>Comments Received from the General Public</i>		
A.1	Adam Blejwas, NJ Resident	Bicycle and Pedestrian Concerns
A.2	Carolyn Hohne, NJ Resident	Bicycle and Pedestrian Concerns
A.3	Lisa Mulligan, NJ Resident	Bicycle and Pedestrian Concerns
A.4 - A.4b	Randy Shepard, NJ Resident	Bicycle and Pedestrian Concerns and Funding Priorities & Route 70 Widening
A.5	Rosemary Schoellkopf, NJ Resident	Bicycle and Pedestrian Concerns
A.6	Andrew Richard, NJ Resident	Bicycle and Pedestrian Concerns
A.7	Barry Wolff, NJ Resident	Bicycle and Pedestrian Funding Levels
A.8	Steve, NJ Resident	Bicycle and Pedestrian Improvements
A.9	Dan Rappoport, NJ Resident	Bicycle and Pedestrian Funding Concerns
A.10	Glenn Cantor, NJ Resident	Bicycle and Pedestrian Concerns
A.11	Henry Murphy, NJ Resident	Bicycle and Pedestrian Improvements
A.12	Jane Corwin, NJ Resident	Bicycle and Pedestrian Concerns
A.13	Jonathan Sachs, NJ Resident	Bicycle and Pedestrian Concerns
A.14 - A.16	Pat Mulligan, NJ Resident	Congestion Concerns & DRPA/PATCO Rail Extension Study
A.17 - A.33	Bicycle Coalition of Greater Philadelphia	Multiple Issues
A.34	Michael Suber	Bicycle and Pedestrian Concerns
A.35	Bridget Chadwick, PA Resident	Highway Expansion Concerns
<i>Comments Received from the Regional Citizens Committee</i>		
B.1 - B.30	Regional Citizens Committee	Multiple Issues
<i>Comments Received from DVRPC Planning Partners & Agencies</i>		
C.1 - C.21	New Jersey Department of Transportation	Technical Corrections
D.1 - D.2	New Jersey Turnpike Authority	Technical Corrections
E.1 - E.2	Delaware River Joint Toll Bridge Commission	Technical Corrections

**Index of Comments
on the
DVRPC FY09 Transportation Improvement Program (TIP)
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ITEM(S)	COMMENTOR	ISSUE
<i>Comments Received from the General Public</i>		
F.1 - F.4	Peter Boor, PA Resident	Multiple Issues
F.5	Bridget Chadwick, PA Resident	Highway Expansion Concerns
F.6	Richard Himmer, PA Resident	Transportation Funding Priorities
F.7	John Litzke, PA Resident	Transportation Funding Priorities
F.8	Steve Bozzone, PA Resident	Transportation Funding Priorities
F.9	Kara Lee, PA Resident	US 202 (Section 300)
F.10	Gregory Joyce, PA Resident	US 202 (Section 300)
F.11	Liberty Property Trust	US 202 (Section 300)
F.12	Bernard Harahan, PA Resident	US 202 (Section 300)
F.13	Century 21 Precision Realty	US 30, Coatesville Downingtown Bypass
F.14	First Eastern Development Company	US 30, Coatesville Downingtown Bypass
F.15	Communications Test Design, Inc.	US 30, Coatesville Downingtown Bypass
F.16	Donohue's Hauling LLC	US 30, Coatesville Downingtown Bypass
F.17	Brandywine YMCA	US 30, Coatesville Downingtown Bypass
F.18	Helen Flanders, PA Resident	US 30, Coatesville Downingtown Bypass
F.19	TheCandyFlower.com	US 30, Coatesville Downingtown Bypass
F.20	The Chester County Area Airport Authority	US 30, Coatesville Downingtown Bypass
F.21	Caln Township. PA	US 30, Coatesville Downingtown Bypass
F.22	Multiple Local Chester County Companies	US 30, Coatesville Downingtown Bypass
F.23	Sovereign Environmental Group	US 30, Coatesville Downingtown Bypass
F.24	High Associates, LTD	US 30, Coatesville Downingtown Bypass
F.25	The Deck Guy, Inc.	US 30, Coatesville Downingtown Bypass
F.26	Chester County 2020	US 30, Coatesville Downingtown Bypass
F.27	Graber Supply, LLC	US 30, Coatesville Downingtown Bypass
F.28	The Cherished Pearl Bed & Breakfast	US 30, Coatesville Downingtown Bypass
F.29	Five Point Renovation and Remodel	US 30, Coatesville Downingtown Bypass
F.30	Susquehanna Bank	US 30, Coatesville Downingtown Bypass

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ITEM(S)	COMMENTOR	ISSUE
F.31	Transfers of Learning, LCC	US 30, Coatesville Downingtown Bypass
F.32	Coatesville Area Senior Center	US 30, Coatesville Downingtown Bypass
F.33	Citadel Federal Credit Union	US 30, Coatesville Downingtown Bypass
F.34	Fulton Bank	US 30, Coatesville Downingtown Bypass
F.35	LyonShare Marketing	US 30, Coatesville Downingtown Bypass
F.36	Hudson L. Voltz, P.C.	US 30, Coatesville Downingtown Bypass
F.37	Coatesville Area School District	US 30, Coatesville Downingtown Bypass
F.38	Rob Kettell, PA Resident	Long Range Plan Priorities
F.39	Western Chester County Chamber of Commerce	US 30, Coatesville Downingtown Bypass
F.40	Thornbury Township, PA	US 202 (Section 100 Design)
F.41	Gail Weniger, PA Resident	PA 263, York Road Improvements
F.42 - F.43	Rush and Phoebe Fisher, PA Resident	PA 41 Gap Newport Road & PA 41 Study & Chandler Mill Road Bridge
F.44 - F.47	David Bennett, PA Resident	Multiple Issues
F.48 - F.49	John Pawson, PA Resident	Multiple Issues
F.50	Preston Hitchens	Traffic Signals
F.51	Parkesburg Borough	West Street Bridge & State Street Bridge
F.52	Parkesburg Borough	West Street Bridge & State Street Bridge
F.53	East Bradford Township, PA	East Branch Brandywine Trail Project
F.54	Limerick Township, PA	Linfield Trappe Road Culver Replacement
F.55	London Grove Township, PA	PA Route 41 and Old Baltimore Pike
F.56 - F.60	Lower Merion Township, PA	Multiple Issues
F.61 - F.66	Lower Providence Township, PA	Multiple Issues
F.67 - F.69	Newtown Township, PA	Multiple Issues
F.70	Pocopson Township, PA	Pocopson Township Roundabout
F.71	Tredyffrin Township, PA	US 202 (Section 300)
F.72	Upper Merion Township, PA	PA 23 Relocation
F.73	Upper Merion Township, PA	PA 23/US 422 Interchange
F.74	Upper Merion Township, PA	Henderson Road Ramps

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ITEM(S)	COMMENTOR	ISSUE
F.75	Uwchlan Township, PA	Route 100 Widening Project
F.76 - F.81	West Norriton Township, PA	Multiple Issues
F.82 -F.101	US 422 Corridor Coalition	Multiple Issues
F.102 - F.112	Bicycle Coalition of Greater Philadelphia	Multiple issues
F.113 - F.114	Gulph Mills Civic Association	Henderson Road Ramps
F.115	Bryan Lentz, State Rep - 161st District	Sound Barriers on I-476
F.116 - F.125	Schuylkill Valley Transportation Coalition	Multiple Issues
F.126	Southeastern Montgomery County Coalition	Support for Various Projects
F.127	State Transportation Commission Priorities	Support for Various Projects
F.128	Chester County Planning Commission	US 202 (Section 300)
F.129	National Park Service	River Crossing Complex Projects
F.131	Peter Quinn, Former Head of Greater Valley Forge Transportation Management Association	US 202 (Section 300)
F.132	Main Line Chamber of Commerce	US 202 (Section 300)
F.133	John Rafferty, Senator - 44th District	Support for Letter sent by West Norriton Township
F.134	Congressman Joseph R. Pitts	West Street Bridge & State Street Bridge
F.135	New Britain Township	Bristol Road Extension

Comments Received from the Regional Citizens Committee

G.1 - G.17	Regional Citizens Committee	Multiple Issues
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Comments Received from DVRPC Planning Partners & Agencies

H.1	Bucks County	Technical Corrections
I.1 - I.48	Chester County	Technical Corrections
J.I - J.21	Delaware County	Technical Corrections
K.1 - K.16	Montgomery County	Technical Corrections
L.1 - L.9	City of Philadelphia	Technical Corrections
M.1 - M.3	Delaware River Port Authority	Technical Corrections
N.1 - N.2	Pennsylvania Turnpike Commission	Technical Corrections

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

Comments from the General Public

Item: A.1

Various Counties, Bicycle and Pedestrian Concerns

Bicycle/Pedestrian provisions need to be made in every future transportation project.

Item: A.2

Various Counties, Bicycle and Pedestrian Concerns

Bicycling is both a recreational activity and a means of transportation for many NJ residents.

Item: A.3

Various Counties, Bicycle and Pedestrian Concerns

Bicycle/Pedestrian provisions need to be made in every future transportation project.

Item: A.4

Various Counties, Bicycle and Pedestrian Concerns & Funding Priorities

Many projects will increase bicycle and pedestrian accidents and fatalities due to road shoulders being removed to increase lanes available for motor vehicle traffic, resulting in no room for pedestrians

Item: A.4b

Camden County, DB# 252A1 & 252B1 - Route 70 Widening

Concerns about widening project

Item: A.5

Various Counties, Bicycle and Pedestrian Concerns

Include bike lanes when resurfacing or widening roads.

Item: A.6

Various Counties, Bicycle and Pedestrian Concerns

Bicycle provisions need to be made in every future transportation project.

Item: A.7

Various Counties, Bicycle and Pedestrian Funding Levels

Bicycle and Pedestrian funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle/pedestrian deaths

Item: A.8

Various Counties, Bicycle and Pedestrian Improvements

Improve bicycle paths and lanes in NJ.

Item: A.9

Various Counties, Bicycle & Pedestrian Funding Concerns

Funding amounts used for bicycle/pedestrian projects will decline by 14% and share of funding will decline by 12%.

Item: A.10

Various Counties, Bicycle and Pedestrian Concerns

Include plans for bicyclists for any new road projects in New Jersey

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

Item: A.11

Various Counties, Bicycle and Pedestrian Improvements

Support for bicycle/pedestrian projects in New Jersey

Item: A.12

Various Counties, Bicycle and Pedestrian Concerns

Please review all possible options for expansion of safe bicycle commuting lanes

Item: A.13

Various Counties, Bicycle and Pedestrian Concerns

Consider the safety needs of New Jersey's non-motorist users of our roads when you revamp and re-design routes in the coming years.

Item: A.14

Gloucester County, Congestion Concerns

Route 322 and Route 45 in Harrison Township is a major congestion problem.

Item: A.15

Gloucester County, DRPA/PATCO Rail Extension Study

DRPA/PATCO Rail Extension to route 55 may not be the best route for the extension.

Item: A.16

Gloucester County, Viewing of the NJ TIP

There are only two locations in Gloucester County at which the NJ TIP can be viewed.

Item: A.17

Various Counties, Bicycle and Pedestrian Funding Concerns

Bicycle and Pedestrian funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle/pedestrian deaths.

Item: A.18

Various Counties, Bicycle and Pedestrian Concerns

Opposition to SOV Capacity projects unless adequate bicycle facilities are included in the right of way or along the same corridor

Item: A.19

Various Counties, Complete Streets

NJDOT should adopt a complete streets requirement.

Item: A.20

Various Counties, Incentives for Bicycle/Pedestrian Plans

There should be incentives build into local Aid funds to encourage local bicycle/pedestrian plans.

Item: A.21

Various Counties, Bicycle and Pedestrian Concerns

There is a lack of bicycle/pedestrian projects in the TIP.

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

Item: A.22

Various Counties, Bicycle and Pedestrian Improvements

Applaud efforts of NJDOT's rapid design team which expedites quick fix pedestrian projects

Item: A.23

Various Counties, State Policies

Create a consistent fix-it-first policy for all state transportation agencies.

Item: A.24

Various Counties, Program Funding

Boost funding for the NJFIT program.

Item: A.25

Various Counties, NJ Transit Policy

Eliminate holiday bike restrictions on all NJ Transit Trains.

Item: A.26

Various Counties, DB# T210, Transit Enhancements

Use funds to install vertical bicycle racks on the Atlantic City Line and the Northeast Corridor Line.

Item: A.27

Various Counties, DB# 02390, Delaware River Heritage Trail

Funding allocated for the project is only a fraction of what is needed to complete the trail.

Item: A.28

Burlington County, DB# T524, Burlink Shuttle

Equip buses with bike racks; investigate feasibility of joint SEPTA service between Palmyra and Frankford.

Item: A.29

Burlington County, DB# 95078B1, Campus Drive

Include sidewalks and shoulders for bicycle travel as well as a pedestrian crossing.

Item: A.30

Burlington County, DB# 01356, Crafts Creek Bridge

Why are sidewalks not included? Bridge appears to be a part of the proposed alignment to the Delaware River Heritage Trail.

Item: A.31

Mercer County, Scudder Falls Bridge

Include a bicycle and pedestrian pathway on the bridge.

Item: A.32

Camden County, Ben Franklin Bridge

Seek funds to design and build ADA accessible ramps on the north and south walkways of the bridge.

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

Item: A.33

Gloucester County, Monroe Township Bike Path/Gloucester County Trails Plan

Connect the Monroe Township Path to the west campus of Rowan University; implement the newly created Gloucester County Trails Plan.

Item: A.34

Various Counties, Bicycle & Pedestrian Concerns

NJDOT has made some progress in encouraging bicycling and walking, but much more needs to be done to achieve sustainability in our communities.

Item: A.35

Various Counties, Highway Expansion Concerns

Highway expansion will continue to discourage alternative transportation.

Comments from the Regional Citizens Committee (RCC)

Item: B.1

Various Counties, Support

The RCC supports expanding accessible, affordable, and environmentally sustainable transportation options.

Item: B.2

Various Counties, TIP Projects

The RCC recommends that each TIP project should indicate who the primary beneficiaries of the project would be.

Item: B.3

Various Counties, TIP Projects

Can TIP projects be sorted by DB# and T#

Item: B.4

Various Counties, TIP Project Selection Process

Does it matter that the TIP process does not seem to use a deliberate selection process following selected safety and air quality criteria from the 2030 plan?

Item: B.5

Various Counties, Online Google TIP Mapping Feature

The RCC appreciates DVRPC's effort for making a project location mapping feature available online; however, there is a need for links to multiple agencies to show project details in various stages of development.

Item: B.6

Various Counties, Air Quality Improvement Projects

Where are the Air Quality Improvement projects that lead the region to compliance to meet 2030 goals?

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

Item: B.7

Various Counties, Air Quality

Why is Air Quality so complicated? Will the current plan help our children breathe cleaner air and provide a safer more efficient transportation system than we currently have?

Item: B.8

Various Counties, NJ Transit & PATCO projects that reduce SOV usage

Where are the NJ Transit & PATCO projects that reduce SOV usage and improve air quality

Item: B.9

Various Counties, Figure 2 - NJ Transit Funding Portion

How can NJ Transit portion of funding be so large (43%) when there are little transit improvements in the project listing?

Item: B.10

Various Counties, Safety Accident Reduction Projects

Where are the specific safety accident reduction projects with meaningful goals and target reductions?

Item: B.11

Various Counties, Congestion Management Process (CMP) Projects

Why aren't CMP transit projects listed next to associated highway enhancement projects?

Item: B.12

Various Counties, Safe Routes to School (SRTS) and Complete Streets

How can we see SRTS and Complete Streets projects in the TIP?

Item: B.13

Various Counties, Road Safety Audits

Have road safety audits and road safety reviews been conducted on all projects?

Item: B.14

Various Counties, Bicycle and Pedestrian Funding Levels

Bicycle and Pedestrian funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle/pedestrian deaths

Item: B.15

Various Counties, Complete Streets

NJDOT should adopt a complete streets requirement.

Item: B.16

Various Counties, Incentives for Bicycle/Pedestrian Plans

There should be incentives build into local Aid funds to encourage local bicycle/pedestrian plans.

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Item: B.25

Burlington County, Transit Partnerships

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Item: B.26

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**Summary of Public and Agency Comments
On the
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N E W J E R S E Y

Item: B.30

Gloucester County, Monroe Township Bike Path/Gloucester County Trails Plan

Connect the Monroe Township Path to the west campus of Rowan University; implement the newly created Gloucester County Trails Plan.

Comments from New Jersey Department of Transportation (NJDOT)

DVRPC Highway Program Corrections

Item: C.1

Camden County, DB# 06367 - County Route 561 over Cape May Branch

Construction funding should be switched from State to Bridge funds in FY 2012.

Item: C.2

Burlington County, DB# 567 - Route 73/70, Marlton Circle Elimination

Construction funding should be equally split between HSIP and NHS funds.

Item: C.3

Burlington County, DB# 01356 - Route 130, Craft's Creek Bridge

Construction funds should be switched from federal to State funds in FY 2010.

Item: C.4

Mercer County, DB# L064 - Route 206, South Broad Street Bridge over Assunpink Creek

Construction funds should be switched from federal to State funds in FY 2010.

Item: C.4b

Burlington County, DB# 252A1 - Route 70, Airport Circle to Marlton Circle Operational Improvements

Modify project title and project description

DVRPC Highway Program Schedule Adjustments

Item: C.5

Camden County, DB# 155C - Route 30/130, Collingswood Circle (CR 571)

Design funding should be switched from federal to State in FY 2009. The construction schedule has slipped from FY 2010 to FY 2011 and funding should be increased.

Item: C.6

Camden County, DB# 355A - Route 295/42, Missing Moves, Bellmawr

Design funding should be moved up to FY 2009 and right of way funding should be moved up to FY 2011. Utilities should be added in FY 2013 for \$1.1 M. Construction should be reduced by \$1.1 M due to the advanced funding of utilities.

DVRPC Highway Program New Projects

Item: C.7

Camden County, DB# 07303 - Campbell Revitalization Area

Funding should be reprogrammed from FY 2008 to FY 2009.

Item: C.8

Gloucester County, DB# D0807 - Kings Highway, Resurfacing & Safety Improvements (CR 551)

Engineering-Right of Way-Construction (ERC) should be added for \$0.5 M of Demo funds in FY 2009.

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

Item: C.9

Gloucester County, DB# D0807 - Tanyard Road, Resurfacing & Safety Improvements (CR 663)
Engineering-Right of Way-Construction (ERC) should be added for \$0.5 M of Demo funds in FY 2009.

DVRPC Study and Development Program Corrections

Item: C.10

Camden County, DB# 355A - Route 295/42, Missing Moves, Bellmawr
Design funding is expected to be needed in late FY 2009. However, preliminary design should be replaced with feasibility assessment in the study and development program so that the project scope can be revaluated.

Item: C.11

Mercer County, DB# 04316 - Route 1 Business, Brunswick Circle to Texas Avenue
Construction funding should be added for \$4.1 M of STP-TE in FY 2011.

DVRPC Study and Development Program Removed Projects

Item: C.12

Camden County, DB# 02395A - Cramer Hill Waterfront Access
Work has stopped and the project should be removed from the study and development program.

Item: C.13

Camden County, DB# 02395C - Cramer Hill /Von Neida park Flood Control and Watershed Planning
Work has stopped and the project should be removed from the study and development program.

Item: C.14

Gloucester County, DB# 01351B - Route 322, Fries Mill Road Intersection Improvements (CR 655)
Will be done by a developer; therefore the project should be removed from the study and development

New Jersey Statewide Program Corrections

Item: C.15

Various Counties, DB# X02 - Airport Improvement Program
The identification number (DB #) should be changed to 08415 and the description should be updated.

Item: C.16

Various Counties, DB# X72A - Betterments, Bridge Preservation
Funding should be adjusted between federal and state in FY 2011 and FY 2012.

Item: C.17

Various Counties, DB# X11 - Unanticipated Design, Right of Way and Construction Expenses,
State funding should be adjusted in FY 2009 through FY 2012.

Item: C.18

Various Counties, DB# 06403 - Pedestrian Safety Improvement Design and Construction
State funding should be increased in FY 2009 and FY 2010 and reduced in FY 2011.

Item: C.18b

Various Counties, DB# 03304 - Bridge Deck Replacement Program
Project phase should be changed from engineering-construction (EC) to construction (C).

**Summary of Public and Agency Comments
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N E W J E R S E Y

New Jersey Statewide Program Cost Increases

Item: C.19

Various Counties, DB# 08381 - Bridge Replacement, Future Projects
Funding should be increased in FY 2010 and FY 2012.

Item: C.20

Various Counties, DB# X186 - Local Aid, Infrastructure Fund
Should be increased by \$ 2.0 M of State funds in FY 2009.

New Jersey Statewide Program Cost Decreases

Item: C.21

Various Counties, DB# X34 - Freight Program
Should be reduced by \$ 2.0 M of State funds in FY 2009.

Comments from the New Jersey Turnpike Authority

Executive Summary Narrative Corrections

Item: D.1

Figure 7 - Toll Authority Highway and Port Related Projects
Page 21 of the Executive Summary has a typo

Item: D.2

Figure 7 - Toll Authority Highway and Port Related Projects
Trenton-Morrisville Toll Bridge project should not appear under New Jersey Turnpike Authority

Comments from the Delaware River Joint Toll Bridge Commission

Executive Summary Narrative Corrections

Item: E.1

Figure 7 - Toll Authority Highway and Port Related Projects
Remove the word "Authority" after Commission in our name in the header

Item: E.2

Figure 7 - Toll Authority Highway and Port Related Projects
The dates should read "2008 to 2009" for the Washington Crossing Toll Supported Bridge Rehabilitation project.

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
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P E N N S Y L V A N I A

Comments from the General Public

Item: F.11

Chester County, MPMS #64494 - US 202 (Section 300)

Five additional points why project must move forward.

Item: F.12

Chester County, MPMS #64494 - US 202 (Section 300)

Please expand the road!

Item: F.13

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass

Support for project. Roadway in need of reconstruction and widening

Item: F.14

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass

Support for project. Roadway in need of reconstruction and widening

Item: F.15

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass

Support for project. Roadway in need of reconstruction and widening

Item: F.16

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Item: F.17

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Support for project. Roadway in need of reconstruction and widening

Item: F.18

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass

Support for project. Roadway in need of reconstruction and widening

Item: F.19

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass

Support for project. Roadway in need of reconstruction and widening

Item: F.20

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass

Support for project. Roadway in need of reconstruction and widening

Item: F.21

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass

Support for project. Roadway in need of reconstruction and widening

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

P E N N S Y L V A N I A

Comments from the General Public

Item: F.1

Various Counties, Transportation Funding Priorities (Bicycle/Pedestrian Projects)

As energy independence and global warming become growing concerns in our nation, bicycle and pedestrian projects should be given a larger piece of the transportation funding pie.

Item: F.2

Various Counties, Bicycle/Pedestrian Checklist

Use of the bicycle/pedestrian checklist must be foremost.

Item: F.3

Various Counties, Bicycle Occupancy Permit

Urge PennDOT to abolish the Bikeway Occupancy Permit.

Item: F.4

Various Counties, I-95, Scudders Fall Bridge

Please add bicycle/pedestrian facilities to the new I-95/Scudder Falls Bridge

Item: F.5

Various Counties, Highway Expansion Concerns

Highway expansion will continue to discourage alternative transportation.

Item: F.6

Various Counties, Transportation Funding Priorities (Bicycle/Pedestrian Projects)

With current concerns regarding energy independence and global warming, bicycle and pedestrian projects should be given the highest priority.

Item: F.7

Various Counties, Transportation Funding Priorities (Bicycle/Pedestrian Projects)

Substantially fund bicycle and pedestrian projects.

Item: F.8

Various Counties, Transportation Funding Priorities (Bicycle/Pedestrian Projects)

bicycle and pedestrian projects should be given a larger piece of the transportation funding pie. Bicycle and Pedestrian funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle/pedestrian deaths.

Item: F.9

Chester County, MPMS #64494 - US 202 (Section 300)

Project is an immediate goal of this region.

Item: F.10

Chester County, MPMS #64494 - US 202 (Section 300)

Please move project forward.

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
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P E N N S Y L V A N I A

Item: F.22

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.23

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.24

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.25

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.26

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.27

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.28

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.29

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.30

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.31

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Consider splitting project into smaller parts in order to keep it viable.

Item: F.32

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.33

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

**Summary of Public and Agency Comments
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P E N N S Y L V A N I A

Item: F.34

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.35

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.36

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.37

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.38

Philadelphia, Penn Praxis - I-95 Study
An engineering and financial study of the rebuilding I-95 should be included in TIP.

Item: F.39

Chester County, MPMS# 14532 - US 202, US 30, Coatesville Downingtown Bypass
Support for project. Roadway in need of reconstruction and widening

Item: F.40

Chester County, MPMS# 15385 - US 202, Section 100 Design
Please review phasing concept for this project

Item: F.41

Bucks County, MPMS# 72997 - PA 263 York Road Improvements, Bristol to PA 413
The project has not been carried over to the FY2009 TIP.

Item: F.42

Chester County, MPMS# 14613 & 14484 - PA 41 Gap Newport Road & PA 41 Study
There is overwhelming local support for a roundabout at Baltimore Pike.

Item: F.43

Chester County, MPMS# 14251 - Chandler Mill Road Bridge
Bridge is part of a historic area, and to replace with a modern bridge would unnecessarily mar the area.

Item: F.44

Various Counties, Bicycle/Pedestrian Concerns
It is imperative that all highway projects allow for future growth of bicycle/pedestrian modes of transportation.

**Summary of Public and Agency Comments
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P E N N S Y L V A N I A

Item: F.45

Various Counties, Bicycle/Pedestrian Concerns

Eliminate the Bikeway Occupancy Permit. There is a growing need for a bicycle/pedestrian coordination at PennDOT District 6.

Item: F.46

Delaware County, Delaware County Bicycle Plan

Considerations should be given to whatever bike facilities may be implemented in future TIPs.

Item: F.47

Delaware County, MPMS# 47409 - Route 291 Bridge over Darby Creek

Adequate bicycle/pedestrian facilities should be included on this bridge; detour for bikes should consider the utmost safety for the cyclists.

Item: F.48

Montgomery County, MPMS# 704 - Jenkintown Station Parking Garage

Jenkintown station attracts passengers away from their home stations.

Item: F.49

Various Counties, No-Build/Smaller-Build Alternatives

Considering no-build/smaller-build Alternatives is a realistic way of balancing the limited transit funding available.

Item: F.50

Various Counties, Traffic Signals

Investment in traffic signal operations is seriously underfunded

Item: F.51

Chester County, MPMS# 14134, 14653 - West Street Bridge/State Street Bridge

Please advance construction of the project to the first four years of the FY2009 TIP.

Item: F.52

Chester County, MPMS# 14134, 14653 - West Street Bridge/State Street Bridge

Please advance construction of the project to the first four years of the FY2009 TIP.

Item: F.53

Chester County, MPMS# 71193 - East Branch Brandywine Trail Project

Correct location of project on maps.

Item: F.54

Montgomery County, MPMS# 16699 - Linfield Trappe Road Culvert Replacement

Advance construction to FY 2010 of the TIP

Item: F.55

Chester County, MPMS #14613 - PA Route 41 and Old Baltimore Pike

Design a roundabout to match the Township's current planning efforts.

**Summary of Public and Agency Comments
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P E N N S Y L V A N I A

Item: F.56

Montgomery County, MPMS# 64795 - Rock Hill Road/Belmont Avenue Corridor Improvements
Include right of way and construction in first four years of the TIP

Item: F.57

Montgomery County, MPMS# 16216 - Pennswood Road Bridge
Include construction in first four years of the TIP

Item: F.58

Montgomery County, MPMS# 16248 - Union Avenue Bridge
Include full construction funding in first four years of the TIP

Item: F.59

Montgomery County, Ardmore Transit Center
Include project in first four years of the TIP

Item: F.60

Montgomery County, Conshohocken State Road/Mill Creek Road Construction
Include full construction funding in first four years of the TIP.

Item: F.61

Montgomery County, MPMS# 16489 - Old Betzwood Bridge
Township supports project and schedule on TIP

Item: F.62

Montgomery County, MPMS# 16490 - PA 23 at Old Betzwood Bridge
Township supports project and schedule on TIP

Item: F.63

Montgomery County, MPMS# 16669 - PA 363, Trooper Road
Township supports project and schedule on TIP.

Item: F.64

Montgomery County, MPMS# 16703 - Old Betzwood Bridge Bike/Pedestrian Trail
Township supports project and schedule on TIP.

Item: F.65

Montgomery County, MPMS# 64796 - US 422/PA 363 Interchange
Township supports project, and requests that project be advanced as a top priority.

Item: F.66

Montgomery County, MPMS# 66952 - PA 23/US 422 Interchange
Township recommends relocation of North Gulf Rd at PA Route 23

Item: F.67

Bucks County, MPMS# 57639 - Newtown Yardley Road at Penn's Trail
Project will be ready for Letting in the fall of 2008.

**Summary of Public and Agency Comments
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P E N N S Y L V A N I A

Item: F.68

Bucks County, MPMS# 64780 - Swamp Road Corridor

Construction should be completed in FY2010/2011 and not in LFYs.

Item: F.69

Bucks County, MPMS# 64781 - Swamp Road Culvert

Construction should be completed in FY2009/2010 and not in LFYs.

Item: F.70

Chester County, MPMS# 80100 - Pocopson Township Roundabout

Program \$300,000 in FY09 for the bridge

Item: F.71

Chester County, MPMS #64494 - US 202 (Section 300)

Support for completion of project

Item: F.72

Montgomery County, MPMS# 48172 - PA 23 Relocation

Request to reduce cost of project

Item: F.73

Montgomery County, MPMS# 66952 - PA 23/US 422 Interchange

Consider project as a stand-alone project.

Item: F.74

Montgomery County, MPMS# 68064, Henderson Road Ramps, I-76 Westbound Interchange

Advance project to FY09 and FY10

Item: F.75

Chester County, MPMS# 14515 - Route 100 Widening project

Advance project to the first four years of the TIP

Item: F.76

Montgomery County, MPMS# 16489 - Old Betzwood Bridge

Township supports project and schedule on TIP

Item: F.77

Montgomery County, MPMS# 16490 - PA 23 at Old Betzwood Bridge

Township supports project and schedule on TIP

Item: F.78

Montgomery County, MPMS# 16669 - PA 363, Trooper Road

Township supports project and schedule on TIP.

Item: F.79

Montgomery County, MPMS# 16703 - Old Betzwood Bridge Bike/Pedestrian Trail

Township supports project and schedule on TIP.

**Summary of Public and Agency Comments
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Item: F.80

Montgomery County, MPMS# 64796 - US 422/PA 363 Interchange

Township supports project, and requests that project be advanced as a top priority.

Item: F.81

Montgomery County, MPMS# 66952 - PA 23/US 422 Interchange

Township recommends relocation of North Gulf Rd at PA Route 23

Item: F.82

Montgomery County, Support for Various Projects

Support for Various Projects on FY2009 TIP

Item: F.83

Montgomery County, MPMS# 71206 & 77462 - Collegeville Borough Streetscape & Collegeville Main Street Revitalization

Advance construction to FY 2010 of the TIP

Item: F.84

Montgomery County, MPMS# 16699 - Linfield Trappe Road Culvert Replacement

Advance construction to FY 2010 of the TIP

Item: F.85

Chester County, MPMS #64494 - US 202 (Section 300)

Support for completion of project

Item: F.86

Montgomery County, MPMS# 16489 - Old Betzwood Bridge

Township supports project and schedule on TIP

Item: F.87

Montgomery County, MPMS# 16490 - PA 23 at Old Betzwood Bridge

Township supports project and schedule on TIP

Item: F.88

Montgomery County, MPMS# 16669 - PA 363, Trooper Road

Township supports project and schedule on TIP.

Item: F.89

Montgomery County, MPMS# 16703 - Old Betzwood Bridge Bike/Pedestrian Trail

Township supports project and schedule on TIP.

Item: F.90

Montgomery County, MPMS# 64796 - US 422/PA 363 Interchange

Township supports project, and requests that project be advanced as a top priority.

Item: F.91

Montgomery County, MPMS# 66952 - PA 23/US 422 Interchange

Township recommends relocation of North Gulf Rd at PA Route 23

**Summary of Public and Agency Comments
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P E N N S Y L V A N I A

Item: F.92

Montgomery County, MPMS# 66952 - PA 23/US 422 Interchange
Consider project as a stand-alone project.

Item: F.93

Montgomery County, MPMS# 48172 - PA 23 Relocation
Request to reduce cost of project

Item: F.94

Montgomery County, MPMS# 68064, Henderson Road Ramps, I-76 Westbound Interchange
Advance project to FY09 and FY10

Item: F.95

Montgomery County, MPMS# 48172, 64796, 72197 - River Crossing Complex Projects
Support for the continued and expedited funding of these projects.

Item: F.96

Montgomery County, MPMS# 16489 - Old Betzwood Bridge
Township supports project and schedule on TIP

Item: F.97

Montgomery County, MPMS# 16490 - PA 23 at Old Betzwood Bridge
Township supports project and schedule on TIP

Item: F.98

Montgomery County, MPMS# 16669 - PA 363, Trooper Road
Township supports project and schedule on TIP.

Item: F.99

Montgomery County, MPMS# 16703 - Old Betzwood Bridge Bike/Pedestrian Trail
Township supports project and schedule on TIP.

Item: F.100

Montgomery County, MPMS# 64796 - US 422/PA 363 Interchange
Township supports project, and requests that project be advanced as a top priority.

Item: F.101

Montgomery County, MPMS# 66952 - PA 23/US 422 Interchange
Township recommends relocation of North Gulf Rd at PA Route 23

Item: F.102

Various Counties, Bicycle and Pedestrian Funding Concerns
Bicycle and Pedestrian funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle/pedestrian deaths.

**Summary of Public and Agency Comments
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Item: F.103

Various Counties, Bicycle and Pedestrian Concerns

Opposition to SOV Capacity projects unless adequate bicycle facilities are included in the right of way or along the same corridor.

Item: F.104

Various Counties, Bicycle and Pedestrian Concerns

We applaud PennDOT for the adoption of the bicycle/pedestrian checklist , but there continues to be resistance to stripe bike lanes.

Item: F.105

Various Counties, Bicycle/Pedestrian Concerns

District 6 needs a full-time bicycle/pedestrian coordinator

Item: F.106

Bucks County, MPMS# 57624 - Woodbourne Road and Lincoln Highway

Intersection is extremely dangerous for non-motorized users.

Item: F.107

Bucks County, MPMS# 57626 - Trenton Road at Bristol-Oxford Road Intersection Improvements

This is bicycle PA route E an should include bike lanes and advance stop lines for bikes at the intersection.

Item: F.108

Bucks County, Scudder Falls Bridge project

Support for this project is contingent upon inclusion of a bicycle/pedestrian pathway.

Item: F.109

Philadelphia, MPMS# 17816, Chestnut Street (Bridge)

Create a curb cut at the north sidewalk and a mid-block crosswalk to allow eastbound bike traffic to access the ramp down to Schuylkill River Park and to allow bikes leaving the ramp to safely access the street.

Item: F.110

Philadelphia, MPMS# 69828, 72793 Market Street Structures and Market Street Enhancement

Create a curb cut at the sidewalk and a mid-block crosswalk to allow westbound bike traffic to access the ramp down to Schuylkill River Park and to allow bikes leaving the ramp to safely access the street going eastbound or westbound.

Item: F.111

Philadelphia, MPMS# 69913 - Gray's Ferry Bridge

Shift the two travel lanes toward the center line to create buffered (separated) bike lanes across the bridge.

Item: F.112

Philadelphia, MPMS# 77477 - Schuylkill River Park

This project should include an improved bike/ped crosswalk on MLK Drive to permit bicyclists and pedestrians to safely cross the street northward

**Summary of Public and Agency Comments
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Item: F.113

Montgomery County, MPMS# 68064, Henderson Road Ramps, I-76 Westbound Interchange
Please advance construction of the project to the first four years if the FY2009 TIP.

Item: F.114

Montgomery County, MPMS# 68064, Henderson Road Ramps, I-76 Westbound Interchange
Please advance construction of the project to the first four years if the FY2009 TIP.

Item: F.115

Delaware County, Sound Barriers along I-476
Consider the construction of Sound Barriers along I-476

Item: F.116

Montgomery County, Support for Various Projects
Support for Various Projects on FY2009 TIP

Item: F.117

Montgomery County, Support for I-76/I-476/Matsonford Road
Support for projects involving I-76, I-476 and Matsonford Road

Item: F.118

Montgomery County, Reconstruction of US 202/Township Line Road
Support for US 202 reconstruction and intersection improvements and widening on Township Line Road

Item: F.119

Montgomery County, Support for Local Projects
Supports local projects: Butler Pike Bypass, Conshohocken Road Bridges, and Brook Road Bridge Project.

Item: F.120

Montgomery County, MPMS# 64795 - Rock Hill Road/Belmont Avenue Corridor Improvements
Include right of way and construction in first four years of the TIP

Item: F.121

Montgomery County, MPMS# 16216 - Pennswood Road Bridge
Include construction in first four years of the TIP

Item: F.122

Montgomery County, MPMS# 16248 - Union Avenue Bridge
Include full construction funding in first four years of the TIP

Item: F.123

Montgomery County, Ardmore Transit Center
Include project in first four years of the TIP

Item: F.124

Montgomery County, Conshohocken State Road/Mill Creek Road Construction
Include full construction funding in first four years of the TIP.

**Summary of Public and Agency Comments
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P E N N S Y L V A N I A

Item: F.125

Montgomery County, Support for I-76/I-476/Matsonford Road Interchange Improvements & MPMS# 16688 - Front Street/Balligomingo Road Realignment

Support for the I-76, I-476 and Matsonford Road and Front Street/Balligomingo Road Realignment projects.

Item: F.126

Montgomery County, Support for Various Projects

Support for Various Projects on FY2009 TIP

Item: F.127

Various Counties, Support for Various Projects

Support for Various Projects on FY2009 TIP

Item: F.128

Chester County, MPMS #64494 - US 202 (Section 300)

Support for advance completion of project

Item: F.129

Montgomery County, MPMS# 48172, 64796, 72197 - River Crossing Complex Projects

Support for the continued and expedited funding of these projects.

Item: F.130

Chester County, MPMS #64494 - US 202 (Section 300)

Support for advance completion of project

Item: F.131

Chester County, MPMS #64494 - US 202 (Section 300)

Support for advance completion of project

Item: F.132

Chester County, MPMS #64494 - US 202 (Section 300)

Support for advance completion of project

Item: F.133

Montgomery County, Various Projects

Support for advance completion of various projects

Item: F.134

Chester County, MPMS #14134 and 14653 - West Bridge Street/State Street Bridge

Support for advancement of projects.

Item: F.135

Bucks County, MPMS #12923 - Bristol Road Extension

Support for advance completion of various projects

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P E N N S Y L V A N I A

Comments from the Regional Citizens Committee (RCC)

Item: G.1

Various Counties, Support

The RCC supports expanding accessible, affordable, and environmentally sustainable transportation options.

Item: G.2

Various Counties, TIP Projects

The RCC recommends that each TIP project should indicate who the primary beneficiaries of the project would be.

Item: G.3

Various Counties, TIP Projects

Can TIP projects be sorted by DB# and T#

Item: G.4

Various Counties, TIP Project Selection Process

Does it matter that the TIP process does not seem to use a deliberate selection process following selected safety and air quality criteria from the 2030 plan?

Item: G.5

Various Counties, Online Google TIP Mapping Feature

The RCC appreciates DVRPC's effort for making a project location mapping feature available online; however, there is a need for links to multiple agencies to show project details in various stages of development.

Item: G.6

Various Counties, Air Quality Improvement Projects

Where are the Air Quality Improvement projects that lead the region to compliance to meet 2030 goals?

Item: G.7

Various Counties, Air Quality

Why is Air Quality so complicated? Will the current plan help our children breathe cleaner air and provide a safer more efficient transportation system than we currently have?

Item: G.8

Montgomery County, MPMS# 704 - Jenkintown Station Parking Garage

Jenkintown station attracts passengers away from their home stations.

Item: G.9

Delaware County, MPMS# 60636 - Wawa Rail Improvements

Concerns regarding the escalation of the cost of Wawa Rail Improvements.

Item: G.10

Montgomery County, MPMS# 703- Gwynned Valley Station Parking

Why are parking garages not being considered for this project.

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P E N N S Y L V A N I A

Item: G.11

Various Counties, MPMS# 60540- Parking Expansion Program

What criteria is used to determine parking enhancements? How do agencies ensure compliance with environmental regulations? How are findings made public?

Item: G.12

Various Counties, Safety Accident Reduction Projects

Where are the specific safety accident reduction projects with meaningful goals and target reductions?

Item: G.13

Various Counties, Congestion Management Process (CMP) Projects

Why aren't CMP transit projects listed next to associated highway enhancement projects?

Item: G.14

Various Counties, Safe Routes to School (SRTS) and Complete Streets

How can we see SRTS and Complete Streets projects in the TIP?

Item: G.15

Various Counties, Road Safety Audits

Have road safety audits and road safety reviews been conducted on all projects?

Item: G.16

TIP Highway Projects Map

Modify Montgomery County TIP Projects Map

Item: G.17

Montgomery County, MPMS# 68064, Henderson Road Ramps, I-76 Westbound Interchange

The RCC supports this project provided that the interchange is compatible with motorized transportation.

Comments from Bucks County

Item: H.1

Bucks County, MPMS# 13342- Delaware Road Bridge

Technical Correction

Comments from Chester County

Program Adjustments

Item I.1

Chester County, MPMS #13910 - White Horse Road Bridge

Modify project description

Item I.2

Chester County, MPMS #13945 - US 202, Section 300 Design

Modify project description

**Summary of Public and Agency Comments
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Item I.3

Chester County, MPMS #14202 - Landenburg Road
Technical Correction

Item I.4

Chester County, MPMS #14251 - Chandler Mill Road
Modify project description; project should be funded at 80% Federal, 15% State, 5% Local

Item I.5

Chester County, MPMS #14336 - Pine Swamp Road
Modify project description

Item I.6

Chester County, MPMS #14337 - Harmonyville Road
Modify project description

Item I.7

Chester County, MPMS #14484 - PA 41 Corridor Study
Modify project description

Item I.8

Chester County, MPMS #14492 - Pickering Road Bridge
Modify project description

Item I.9

Chester County, MPMS #14515 - PA 100
Modify project description

Item I.10

Chester County, MPMS #14532 - Coatesville Downingtown Bypass
Modify project description

Item I.11

Chester County, MPMS #14580 - US 1 Expressway Reconstruction
Modify project description

Item I.12

Chester County, MPMS #14581 - US 1 Expressway Reconstruction
Modify project description

Item I.13

Chester County, MPMS #14587 - Springton Road
Modify project description

Item I.14

Chester County, MPMS #14629 - PA 100 Eagle Loop Road
Delete project from the FY2009 TIP

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Item I.15

Chester County, MPMS #14653 - State Street Bridge

Modify project description

Item I.16

Chester County, MPMS #14663 - Chester Valley Trail

Modify project description

Item I.17

Chester County, MPMS #14675 - Chester Valley Trail

MPMS# listed on Chester County TIP project maps

Item I.18

Chester County, MPMS #14680 - Rapp's Dam Covered Bridge

Modify project description

Item I.19

Chester County, MPMS #14699 - PA 113, Gay Street

Modify project description

Item I.20

Chester County, MPMS #15385 - US 202 Section 100 (Design)

Modify project description

Item I.21

Chester County, MPMS #47137 - PA 41 at Zook Rd

Modify project description

Item I.22

Chester County, MPMS #47979 - Paoli Transportation Center - Road Improvements

Modify project description

Item I.23

Chester County, MPMS #47985 - Fairview Road

Modify project description

Item I.24

Chester County, MPMS #57659 - French Creek Parkway

Modify project description

Item I.25

Chester County, MPMS #57681 - Sheeder Mill Road Bridge

Modify project description

Item I.26

Chester County, MPMS #57927 - Regional Safety Initiatives (HSIP)

Modify project description

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P E N N S Y L V A N I A

Item I.27

Chester County, MPMS #60687 - Southern Chester County Rail Corridor Improvements
Modify project description

Item I.28

Chester County, MPMS #61885 - Schuylkill River Trail
Modify project description

Item I.29

Chester County, MPMS #62863 - PA 100 Vanguard Improvement
Concerns regarding the programmed year for local funds

Item I.30

Chester County, MPMS #64220 - US 422 (Pottstown Bypass)
Chester County TIP highway map modifications

Item I.31

Chester County, MPMS #64222 - US 422 (Pottstown Bypass)
Modify project description

Item I.32

Chester County, MPMS #64494 - US 202 Section 320
Modify project description

Item I.33

Chester County, MPMS #64498 - US 202 Section 330
Modify project description

Item I.34

Chester County, MPMS #65613 - US 202 Section 311 (Bridges)
Modify project description

Item I.35

Chester County, MPMS #65901 - Lincoln Highway Enhancement Plan
Chester County TIP highway map modifications

Item I.36

Chester County, MPMS #69645 - East Reeceville Road
Modify project description

Item I.37

Chester County, MPMS #69647 - US 322/Brandywine Creek Avenue
Modify project description

Item I.38

Chester County, MPMS #69916 - Gap Newport Pike Bridge
Modify project description

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Item I.39

Chester County, MPMS #69917 - Gap Newport Pike Bridge
Modify project description

Item I.40

Chester County, MPMS #69918 - Gap Newport Pike Bridge
Modify project description

Item I.41

Chester County, MPMS #69919 - Lower Valley Road Bridge
Modify project description

Item I.42

Chester County, MPMS #71193 - PA Bicycle Route L Realignment & Safety
Chester County TIP highway map modifications

Item I.43

Chester County, MPMS #71195 - Coatesville Train Station Rehabilitation
Modify project description

Item I.44

Chester County, MPMS #71198 - Park Road Trail
Modify project description

Item I.45

Chester County, MPMS #77476 - Kennett Pike Bikeway
Modify project description

Item I.46

Chester County, MPMS #84325 - Act 44 SD Discretionary Line Item
Modify project description

Item I.47

Chester County, MPMS #84410 - US 202 Section 300CMP Commitments
Modify project description

Item I.48

Chester County, MPMS #84457 - Signal Retiming Program
Technical Correction

Comments from Delaware County

Program Adjustments

Item J.1

TIP Highway Project Map
Modifications to the Delaware County Map of TIP Projects

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Item J.2

TIP Transit Project Map

Modifications to the Transit Map of TIP Projects

Item J.3

Delaware County, MPMS #15477 - I-95, 322 Conchester Hwy Interchange Improvement

Project should appear in the Statewide Interstate Management Program (IMP)

Item J.4

Delaware County, MPMS #61695, 71202, 77472 - Oakland Road, East Coast Greenway, and Knowles Ave Sidewalk

Projects should appear in the FY2009 TIP

Item J.5

Delaware County, MPMS #80051 - Rosemont Ave Bridge

Request to add project to the FY2009 TIP

Item J.6

Delaware County, MPMS #15225 - Ardmore Ave Bridge

Modify Project Description

Item J.7

Delaware County, MPMS #15251 - US 1, Baltimore Pike

Modify project description

Item J.8

Delaware County, MPMS #15281 - Chester Pike Bridge

Modify project description

Item J.9

Delaware County, MPMS #47994 - US 13/Chester Pike/Macdade Blvd

Project should appear in the Statewide Interstate Management Program (IMP)

Item J.10

Delaware County, MPMS #50520 - Sidewalks and Trail

Modify project description

Item J.11

Delaware County, MPMS #57780 - Route 322/Commodore Barry Bridge/I-95 Street Interchange

Modify project description

Item J.12

Delaware County, MPMS #64843- Baltimore Pike Bridge

Modify project description

Item J.13

Delaware County, MPMS #69665 - Rocky Hill Rd Bridge

Modify project title

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

P E N N S Y L V A N I A

Item J.14

Delaware County, MPMS #69816 - US 322, US 1 to Featherbed lane
Modify project description

Item J.15

Delaware County, MPMS #70219 - 291/East Coast Greenway
Modify project description

Item J.16

Delaware County, MPMS #70228- MacDade Blvd/I-476 Ramp
Modify project description

Item J.17

Delaware County, MPMS #74799 - Upper Darby Market Street Elevated Parking Facility
Modify project description

Item J.18

Delaware County, MPMS #77085- Ruth Bennett House
Modify project description

Item J.19

Delaware County, MPMS #79329 - Bridgewater Road Extension
Modify project description; program final design in LFYs

Item J.20

Delaware County, MPMS #36927 - Railroad/Highway Grade Crossings
Delete project from the FY2009 TIP

Item J.21

Delaware County, MPMS #77183 - Transit & Regional Rail Station Program
Modify project description

Comments from Montgomery County

Highway Program Adjustments

Item: K.1

Montgomery County, MPMS# 16085 - PA 29 over Hosensack Creek
Add construction to LFY

Item: K.2

Montgomery County, MPMS# 16216 - Pennswood Road
Add final design and right of way to FY10

Item: K.3

Montgomery County, MPMS# 16248- Union Avenue
Add additional \$6 million to project

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

P E N N S Y L V A N I A

Item: K.4

Montgomery County, MPMS# 48172 - PA 23 Relocation at Allendale Road
Modify project title and description

Item: K.5

Montgomery County, MPMS# 48181 - Fitzwatertown Road
Add construction to LFY

Item: K.6

Montgomery County, MPMS# 48187 - I-76 Ramps Phase 2 - Henderson/Gulph Road
Add right of way and construction to LFY

Item: K.7

Montgomery County, MPMS# 57858 - Lafayette Street Extension
Delete this project; combine project description with MPMS# 79864

Item: K.8

Montgomery County, MPMS# 57866 - Norristown Road
Delete this project

Item: K.9

Montgomery County, MPMS# 63490 - US 202, Township Line Road to Morris Road
Transfer FY12 construction funding to MPMS #63492

Item: K.10

Montgomery County, MPMS# 64795 - Rock Hill Road and Belmont Avenue
Change right of way phase from local funds to STU funds in LFY

Item: K.11

Montgomery County, MPMS# 64796 - US 422 / PA 363 Interchange
Modify project description; add funding in LFY

Item K.12

Montgomery County, MPMS# 80021 - US 202 , Markley St Improvements
Modify project description

Item K.13

Montgomery County, MPMS# 80022 - US 202 - Markley St. Improvements (Section 520)
Modify project description

Item K.14

Montgomery County, MPMS# TBD- New project
Add a new DEMO project to the FY09 TIP

Item K.15

Montgomery County, MPMS# TBD - US 202 Section 700 ITS
Add a new project to the FY09 TIP

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

P E N N S Y L V A N I A

Item K.16

Montgomery County, MPMS# 80022 & 80021 - US 202 - Markley St. Improvements
Modify project description

Comments from the City of Philadelphia

Highway Program Adjustments

Item L.1

Philadelphia, MPMS #57278 - Rising Sun over Conrail
City requested \$3 million in FY09

Item L.2

Philadelphia, MPMS #17833 - 46th and Market Street Transit System
Project has been deleted; work currently being done under MPMS #17657 Market Street Signal project

Item L.3

Philadelphia, MPMS #46958 - Philadelphia Naval Ship Yard
Project has been transferred to PIDC

Item L.4

Philadelphia, MPMS #57898 - Lancaster Ave Signals
Request for a switch of project funds

Item L.5

Philadelphia, MPMS #64804 - Delaware Ave Signals
Project has been deleted

Item L.6

Philadelphia, MPMS #64808 - Whitaker Ave Project
Project has been deleted

Item L.7

Philadelphia, MPMS #74829 - Rail Crossing
Technical Correction

Item L.8

Philadelphia, MPMS #74828 - American Cities Phase 3 DEMO
Project should be on FY2009 TIP

Item L.9

Philadelphia, MPMS #77467 - Fox Chase Phase III TE
Project should be on FY2009 TIP

Comments from the Delaware River Port Authority

Program Adjustments

Item: M.1

**Summary of Public and Agency Comments
On the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

P E N N S Y L V A N I A

Philadelphia, MPMS# 72597 - Ben Franklin Bridge Operational Improvements
Remaining DEMO funding needs to be programmed in FY09 for final design

Item: M.2

Philadelphia, MPMS# 79814 - Penn's Landing Ferry System
Funding should read \$5.6M Federal and \$1.4M Local

Item: M.3

Philadelphia, MPMS# 80951 - Cruise Terminal Parking Facility
DEMO funding should be added to the FY09 TIP

Comments from the Pennsylvania Turnpike Commission

Project Adjustments

Item: N.1

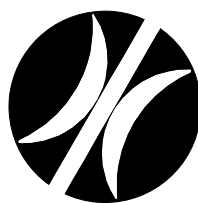
Bucks County, MPMS# 13347 - I/95 PA Turnpike Interchange
Change right of way phase to final design; add \$1,026,000 in Later Fiscal Years

Item: N.2

Bucks County, MPMS# 13347 - I/95 PA Turnpike Interchange
Make a variety of text changes to the project description

**Original Comments on the FY2009-FY2012
Transportation Improvement Program (TIP) for
New Jersey and Pennsylvania**

Comments Received During the TIP Public Comment Period
May 2nd – June 2nd



**NEW JERSEY
COMMENTS**

**COMMENTS RECEIVED FROM
THE GENERAL PUBLIC**

TIP Plan Comments

From: Adam Blejwas [ablejwas@mac.com]
Sent: Thursday, May 29, 2008 9:09 AM
To: TIP Plan Comments
Subject: Bicycle provisions

Hello. I'm writing to voice my concern that bicycle provisions need to be made in every future transportation project.

Thank you for considering the most efficient means of human transportation!

Adam Blejwas

TIP Plan Comments

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

From: [Carolyn Hohne](#)

To: tip-plancomments@dvrpc.org

Sent: Monday, May 12, 2008 8:34 AM

Subject: TIP Plan

Bicycling is both a recreational activity and a means of transportation for many NJ residents. In either case, making sure that adequate facilities are in place to provide for a safe bicycling experience is critical. With bicycling and pedestrian injuries continuing to occur throughout the state, it is imperative that bicycle and pedestrian provisions be included in every transportation project.

Carolyn Hohne
17 Marriott Drive
Lumberton, NJ 08048

Item: A.3

TIP Plan Comments

From: Lisa Mulligan [office@toinc.com]
Sent: Thursday, May 29, 2008 6:23 PM
To: TIP Plan Comments
Subject: transportation projects

Please work to have bicycle and pedestrian provisions included in every transportation project.

Lisa Mulligan
Executive Director
Therapeutic Outreach
Phone: 609-490-0592
Fax: 609-490-0752
Email: office@toinc.com

TIP Plan Comments

From: Randy Shepard [rshepard@toast.net]
Sent: Sunday, June 01, 2008 11:35 PM
To: TIP Plan Comments
Subject: comments on Draft FY 2009 TIP for NJ and PA

Item: A.4

Hi,
I am a resident of Cherry Hill, NJ and would like to provide some general and specific comments regarding the Draft FY 2009 TIP for NJ and PA.

New Jersey has the highest population density in the country and one of the highest pedestrian death rates and a relative low investment in pedestrian safety projects. This plan further slips the amount dedicated to pedestrian improvements by 14 percent with total spending at an unacceptable level of only 1.5 percent. In addition, many of the projects intended to remove traffic bottle necks will increase pedestrian accidents and fatalities. In many cases, road shoulders are being removed to increase lanes available for motor vehicle traffic, resulting in no room for pedestrians.

Item: A.4b

The result of the expansion of Route 70 in Cherry Hill between Springdale Road and Route 295 several years ago is the complete loss of shoulders and incomplete and unconnected sidewalks. Furthermore, traffic is moving along as designed at a healthy 50+ mph adding to already high Camden county pollution levels and now further backing up traffic on Route 70 west between Route 295 and Haddonfield Road.

Further widening and intersection modification of this section of roadway as Cherry Hill Township as proposed (study 252B1 Route 70, Kingston Road, Intersection Improvements and 252B2 Route 70, Covered Bridge Road, Intersection Improvements) under the guise of "safety" improvements will only invite more traffic, pollution, and pedestrian fatalities. Another side affect of the improved traffic flow is higher food and home energy costs - as traffic eases, automobile use increases, increasing demand for gasoline, resulting in higher prices which indirectly result in higher cost for food producers and transporters.

Many other national and international problems results as well. The answer to the traffic issues along Route 70 in Cherry Hill and also Marlton (252A1 Route 70, Airport Circle to Marlton Circle Operational Improvement) is not to speed up the existing traffic, but to make sensible changes such as HOV lanes, increased availability of public transit with park-n-ride sites, reduced speed limits, and comfortable and complete pedestrian access. I would further suggest that we adopt successful initiatives from other communities worldwide that address congestion problems and at the same time discourage increased volume and provide necessary pedestrian facilities and a superior quality of life to residents.

Regards,
Randy Shepard
1818 Rolling Lane
Cherry Hill, NJ 08003
(856) 428-0871

Item: A.5

TIP Plan Comments

From: Rosemary Schoellkopf [rosemary@baberruthleague.org]
Sent: Thursday, May 29, 2008 9:08 AM
To: TIP Plan Comments
Subject: 2009 - 2018 Statewide Transportation Improvement Program

As an avid bike rider, and as one who sees the growing traffic patterns and the growing high cost of fuel, it would be prudent of the State to include bike paths for those who either recreationally, athletically, or by sheer need to travel by bike to get where they are going, to have a safe pathway. Therefore, I would strongly suggest that New Jersey take steps so when resurfacing or enlarging roads or when creating new roads, that plans be included to add bike lanes which then could be used by either bicyclists and/or pedestrians.

Thank you for any consideration or influence you have in this matter.

Rosemary Schoellkopf

(a Robbinsville, New Jersey resident)

TIP Plan Comments

From: Andrew Richard [andrewxrichard@gmail.com]
Sent: Thursday, May 29, 2008 10:03 AM
To: TIP Plan Comments
Subject: Please Support bicycle and pedestrian projects

Bicycle and pedestrian provisions need to be included in every transportation project.

Andrew Milstein
16 Foulett Drive
Princeton, NJ 08540

TIP Plan Comments

From: Barry Wolff [bgw543@yahoo.com]
Sent: Wednesday, May 28, 2008 10:35 PM
To: TIP Plan Comments
Subject: A Larger portion of funding pie

Given the concerns ranging from energy independence, global warming and the benefits of physical activity, bicycling and walking should be entitled to a larger piece of the transportation funding pie. Funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle and pedestrian traffic deaths.

Barry Wolff
1836 The Woods II
Cherry Hill, NJ 08003

TIP Plan Comments

From: BikenutSteve@aol.com
Sent: Thursday, May 29, 2008 8:15 AM
To: TIP Plan Comments
Subject: Bicycle

It is important to improve bicycle paths and lanes in NJ. This will encourage more to ride to work and reduce our dependence on foreign oil. A side benefit is that people will be healthier and require less medical services.

Steve Mayer

Item: A.9

TIP Plan Comments

From: Dan Rappoport [bikefar@hotmail.com]
Sent: Sunday, May 25, 2008 3:11 PM
To: TIP Plan Comments
Subject: budget cuts for bicycle and pedestrian improvements

Dear Sirs:

I am horrified to find out that the amount of funding to be used for bicycle and pedestrian projects in New Jersey will decline by 14% and the share of the funding will decline by 12%. Given the concerns ranging from energy independence, global warming, and the benefits of physical activity, bicycling and walking should be entitled to a larger piece of the transportation pie. Funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle and pedestrian traffic deaths. When there is adequate funding for bike lanes, then there can be a reduction in car usage. When that happens, there will be less of a demand for gas, the price will fall, and there will be an improvement in the quality of the air we breath. Since there will be more bicyclists on the road, motorists will take more notice of them and then there will be far fewer car-bike collisions.

Please take whatever steps are needed to change the formula for bicycling and pedestrian projects in New Jersey so that bicyclists and pedestrians are on equal footing with motorists before it is too late.

Dan Rappoport

Give to a good cause with every e-mail. [Join the i'm Initiative from Microsoft.](#)

6/5/2008

Item: A.10

TIP Plan Comments

From: Glenn Cantor [gcantor63@hotmail.com]**Sent:** Saturday, May 31, 2008 1:34 PM**To:** TIP Plan Comments**Subject:** Bicycle-friendly roads

Dear Sir or Madam,

I strongly encourage you to include plans for bicyclists in any new road projects in NJ. As gas prices and the rate of obesity increase, bicycling is becoming more popular. Clearly, none of us want accidents, so planning for bicyclists is a good idea.

Sincerely,
Glenn Cantor

6/5/2008

Item: A.11

TIP Plan Comments

From: Henry B. Murphy, Jr. [HBMurphyJr@aol.com]
Sent: Thursday, May 29, 2008 10:29 AM
To: TIP Plan Comments
Subject: support for pederstrian and bike projects

I support bike and pedestrian projects in New Jersey.

Henry B. Murphy, Jr.
10 Hereford Drive
Princeton Junction, NJ 08550
(609) 799-4544

Item: A.12

TIP Plan Comments

From: Jane corwin [jane_corwin@msn.com]
Sent: Thursday, May 29, 2008 8:51 AM
To: TIP Plan Comments
Subject: Bicycle Commuting

Please be sure to review all possible options for expansion of safe bicycle commuting lanes. Safe routes for cyclists to get to and from work will encourage more cycle-commuting. I try to bike to work at Princeton University from my home in Belle Mead (@ 9 miles) as often as possible, but I have to tell you that it can be a scary ride. I avoid 206 (which actually has a lot of bike traffic between princeton and montgomery) but getting down to my office on Alexander road is downright dangerous. I can't be the only person in the state who wants to do the right thing but decides not to because of these "road blocks".

Thank you!

Jane Corwin
Montgomery Township, NJ

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Item: A.13

TIP Plan Comments

From: Jonathan Sachs [jrsachs@gmail.com]
Sent: Thursday, May 29, 2008 8:50 PM
To: TIP Plan Comments
Subject: Please support safe roads for cyclists and pedestrians

Dear Sirs,

My wife and I routinely utilize the local roads in our area of Hopewell Township to walk and cycle. I strongly urge you to include provisions in all funding proposals for roadway improvements that make our local roads safer and more friendly for cyclists and pedestrians. With rising fuel costs, creating safe bike lines on heavily traveled roads will become ever more important as more and more New Jersey residents find alternative means of transportation. I urge you to consider the safety needs of New Jersey's non-motorist users of our roads when you revamp and redesign these routes in the coming years. Thank you.

Jonathan R. Sachs

[respond to jrs08534@yahoo.com](mailto:jrs08534@yahoo.com)

6/5/2008

TIP Plan Comments

From: Pat Mulligan [mailto:pmulligan@heartofcamden.org]

Sent: Tuesday, May 27, 2008 7:15 PM

To: Meconi, Jane

Subject: Re: Special meeting to discuss RCC comments to the TIP/2030 Amendments/Conformity- May 29, 2008

Hello Jane. Unfortunately I will not be able to attend the meeting this Thursday. I hope to attend the public meeting at Cherry Hill tomorrow

I have been viewing the TIP, or I should say, some of the TIP. I have a couple of comments on what I have seen:

Item: A.14

I did not see any mention of the congestion issue at Rt. 322 and Rt. 45 in Harrison Twp. (Gloucester County) It is a major congestion problem, especially in the Summer months when many Pennsylvanians take the Barry Bridge and 322 to get to the shore. It is a regional problem that needs to be solved but the planned bypass solution proposed by Gloucester County has become very contentious in the Township. Mullica Hil in the Township is an historic village and some homes would be affected. I am surprised it is not on the radar.

Item: A.15

I notice that you mention the DRPA/Patco rail extension to 55. There have been studies done that say that 55 may not be the best route for the extension, and in fact the better route that would serve more people would be the existing rail line through Woodbury/ Wenonah to Glassbora. It would serve more local residents, cause much less connecting commuter traffic and be much less expensive. It is also felt that a light rail line rather than a PATCO style train would serve the area better and again be much, much less expensive. The 55 PATCO route would be strictly a Philadelphia commuter line. It is estimated that only approximately 14% of NJ residents commute to Phila. for work.

6/5/2008

Item: A.16

I noted only two locations in Gloucester County at which the TIP could be viewed. I suggest that the Rowan University Campus would be a good place to make it available. Rowan has an active engineering school. It would also make it available to that lower end of Gloucester county.

MPMS# 72793 Market Street Enhancement p. 29

Create a curb cut at the sidewalk and a mid-block crosswalk to allow westbound bike traffic to access the ramp down to Schuylkill River Park and to allow bikes leaving the ramp to safely access the street going eastbound or westbound.

3 - MPMS# 69913 (Gray's Ferry Bridge) p. 26

Shift the two travel lanes toward the center line to create buffered (separated) bike lanes across the bridge.

4 - MPMS# 77477 (*Schuylkill River Park & Trail-Phase IIIB-North*)

This project should include an improved bike/ped crosswalk on MLK Drive to permit bicyclists and pedestrians to safely cross the street northward to get to the outbound bike lane and sidewalk and southward to get onto the Schuylkill River Trail.

Comments on the NJ TIP and NJ Capital Program

Item: A.19

NJ should adopt a complete streets requirement tied to any state transportation funds including Local Aid.

Item: A.20

There should be incentives built into Local Aid funds to encourage counties and municipalities to create and implement local bicycle and pedestrian plans.

Item: A.21

There is an overall lack of bicycle and pedestrian projects in the TIP. The TIP is the most transparent document available to the public. Regardless of how bike-ped projects are funded or where they are in the pipeline they should be considered transportation projects and included in the TIP.

Item: A.22

We applaud the efforts of NJDOT's rapid design team, that expedites quick fix pedestrian projects on state highways. This little known but excellent program should be better publicized as a model DOT project.

Item: A.23

Create a consistent fix-it-first policy for all state transportation agencies, including NJDOT and the New Jersey Turnpike Authority.

Item: A.24

Boost funding for the NJFIT program to ensure continued progress on smart growth projects.

Item: A.25

NJ TRANSIT

Policy Statement - Eliminate holiday bike restrictions on all NJT Trains . This rule which has no documented correlation with passenger capacity and should be replaced with the normal policy of enabling conductors to use their discretion to disallow bikes based on crowding conditions.

Item: A.26

T210 - Use Transit Enhancements Funds to install vertical bicycle racks on the Atlantic City Line and the Northeast Corridor Line.

County Highway Programs

Item: A.27

Burlington-Mercer County

02390 Funding allocated for the Delaware River Heritage trail is only a fraction of what is needed to complete the trail, increase investment and prioritize. This is the only regional trail project listed on the NJ TIP.

Item: A.28

Burlington County

T524 Burlink Shuttle - Equip all buses with bike racks to increase reliability of bike on bus access. Restore

service cut in early 2008. Investigate feasibility of joint SEPTA service between Palmyra and Frankford Transportation Center in Philadelphia.

Item: A.29

95078B1 - Campus Drive

Include sidewalks and shoulders for bicycle travel. As well as a pedestrian crossing on Route 130

Item: A.30

01356 Crafts Creek Bridge At Route 130 -

Why are sidewalks not included? This bridge appears to be part of the proposed alignment to the Delaware River Heritage Trail? In the 2003 State of trail report states It is anticipated that a side path available for walking and cycling will be provided between Burlington Street in Bordentown Township and Hornberger Avenue in Roebling..

Item: A.31

Mercer County

DRJTBC - Include a bicycle and pedestrian pathway on the new Scudder Falls Bridge.

Item: A.32

Camden County

DRPA - Seek transportation funds and economic development funds to design and build ADA accessible ramps on the north and south walkways of the Ben Franklin Bridge in Camden.

Item: A.33

Gloucester County -

Connect the Monroe Township Bike Path to the west campus of Rowan University
Prioritize projects to implement the newly created Gloucester County Trails plan

TIP Plan Comments

From: John Boyle [john@bicyclecoalition.org]
Sent: Monday, June 02, 2008 3:30 PM
To: TIP Plan Comments
Subject: Bicycle Coalition Of Greater Philadelphia - TIP and NJ Capital Program Comments

TIP Comments The Bicycle Coalition of Greater Philadelphia

General Comments

Item: A.17

Given the concerns ranging from energy independence, global warming and the benefits of physical activity, bicycling and walking should be entitled to a larger piece of the transportation funding pie. Funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle and pedestrian traffic deaths.

Item: A.18

We oppose SOV Capacity Projects unless adequate bicycle facilities are included in the right of way or if that is not possible along the same corridor.

Comments on the PA TIP

We applaud PENNDOT for the adoption of the Bicycle Pedestrian Checklist, however there continues to be internal resistance at the agency to stripe bike lanes. Much of the problem lies with the Bicycle Occupancy Permit which prevents the routine inclusion of bicycle facilities on state roads.

District 6-0 Needs a full time bicycle and pedestrian coordinator

Bucks County Comments

1 - MPMS# 57624 - Woodbourne Road and Lincoln Highway Middletown Township

Widening of both intersections to provide additional through lanes on Woodbourne Road, dual left turn lanes on East Lincoln Highway, right turn lanes on Old Lincoln Highway and traffic signal upgrades.

This urban intersection is extremely dangerous for non-motorized users. We oppose this project unless sufficient design changes are made improve the safety of bicyclists and pedestrians.

2 - MPMS# 57626 - Trenton Road at Bristol-Oxford Road Intersection Improvements

This is Bicycle PA route E and thus should include bike lanes and advance stop lines for bikes at the intersection

3 - Scudder Falls Bridge Project

Our support for the Scudder Falls Bridge Project is contingent upon the inclusion of a bicycle and pedestrian pathway.

Philadelphia County Comments

1 - MPMS# 17816 Chestnut Street (Bridge) (p.8)

Create a curb cut at the north sidewalk and a mid-block crosswalk to allow eastbound bike traffic to access the ramp down to Schuylkill River Park and to allow bikes leaving the ramp to safely access the street.

2 - MPMS# 69828 Market Street (2 Structures) p. 25 and

6/5/2008

Item: A.34

TIP Plan Comments

From: mpsuber@juno.com
Sent: Wednesday, May 28, 2008 9:56 AM
To: TIP Plan Comments
Subject: NJ TIP and policy

To: DVRPC

From:
Michael Suber
38 Terhune Rd.
Princeton, NJ 08540-3421

Subject:
Comments on NJ TIP and state policy regarding bicycle and pedestrian projects

1. While New Jersey has made some progress in promoting livability by encouraging bicycling and walking, much more needs to be done to achieve sustainability in our communities.
2. Following the lead of other jurisdictions, I request that New Jersey DOT adopt a policy which requires that bicycle and pedestrian provisions be included in every transportation project funded directly or indirectly by the federal or state government.
3. These projects should be constructed following standards and guidelines promulgated by New Jersey DOT and national organizations such as AASHTO.

Thank you.

6/11/2008

**COMMENTS RECEIVED FROM
THE REGIONAL CITIZENS
COMMITTEE (RCC)**

**COMMENTS OF THE DVRPC
REGIONAL CITIZENS COMMITTEE
DVRPC FY 2009 - 2012 DRAFT TIP FOR NEW JERSEY
DVRPC FY 2009-2012 DRAFT TIP FOR PENNSYLVANIA**

June 1, 2008

TIP: General Comments

- Item: B.1** • Overall, the RCC supports, in a regional context, expanding accessible and affordable, and environmentally sustainable transportation options: high-speed and light rail, rapid and mass transit, and walkable, bike-able streets. The RCC supports actively promoting greener land use, less polluting cars, and decreased auto dependence.
- Item: B.2** • The RCC recommends that each TIP project should indicate who the primary beneficiary(ies) of the project would be. A recommended approach would be utilizing icons (eg. pedestrian, transit, car etc.) for each TIP project, similar to what WILMAPCO uses in its TIP document.
- Item: B.3** • Can the projects be sorted by DB# and T#?
- Item: B.4** • The RCC reads that 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 for a project's inclusion in the TIP. The TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding. *Does it matter that the TIP process does not seem to use a deliberate selection process following selected safety and air quality criteria from the 2030 plan?*
- Item: B.5** • The RCC appreciates DVRPC's effort for making a project location mapping option available online for the Transportation Improvement Program (TIP). However, we feel the need for links to DOT, Counties and Municipal drawings that show project details in various stages of development (varying from overview to preconstruction detail). It is difficult for the RCC to address **Environmental Justice** concerns and multimodal movement of people (customers) plans without adequate project details. This also provides an opportunity for DVRPC to facilitate open access to information to all citizens. Access to this kind of detail is extremely difficult if not impossible for the ordinary (stakeholder) citizen to attain. Citizens have a desire and right to know where and how our money is being spent.
- Item: B.6** • Where are air quality improvement projects with meaningful air quality improvement goals that lead the region to compliance to meet 2030 goals? The American Lung Association's 2008 "State of the Air Report" lists our area as one of the most polluted regions in the Country and we lose too many lives to crashes on our highways.
- Item: B.7** • Why must Air Quality conformity be so complicated? Can't we keep it simple and relate our progress toward conformity by improving Air Quality for our children and grandchildren.
IS THIS PLAN OUR LEGACY FOR OUR CHILDREN?

Will this plan help them breathe **CLEANER AIR** than we do? Will this plan provide them a **SAFER** and more efficient transportation system than we have?

Is this our best effort for our children?

Transit

New Jersey

- Item: B.8** • Where are NJ Transit and PATCO projects that aim to reduce SOV usage and improve air quality offered as alternatives to highway projects Re: to CMP Transit Alternative Solutions and the states edict that congestion relief are lowest priority.
- Item: B.9** • How can the pie chart in figure-2 be so large (NJ Transit 43%) when there are little or no transit improvement projects in the project listing? Is this number realistic? The highway programs show service improvements vs. transit which are mostly maintenance. Is the percentage skewed by projects that are outside the MPO?

Pennsylvania

- The Jenkintown Parking Garage project (MPMS # 704) may be counter-productive, in attracting riders who would use other SEPTA stations, causing congestion in Jenkintown. Many questions have not been answered, and there are alternatives (such as issuing parking permits—based on a ridership census—for Jenkintown residents). Riders should be encouraged to utilize other stations, and there should also be increased options of alternative access (such as increased bus service) to the Jenkintown station.
- The RCC had a general question regarding the escalation of cost of the Wawa rail improvements.
- Why are parking garages not being considered at Gwynned Valley (MPMS #703)?
- In reference to MPMS #60540: What criteria (such as license plate surveys) are used to determine parking enhancements (either lots or garages)? How do agencies ensure compliance with environmental regulations and how are these findings made public?

Road

General

- Item: B.10** • Where are specific safety accident reduction projects with meaningful goals and target reductions? Addressing the DVRPC fact that most crashes occur on local roads.
- Item: B.11** • Why aren't supplemental Congestion Management Program (CMP) transit projects listed next to associated highway enhancement projects? Wouldn't the lists be more meaningful with them linked and be helpful to the public understanding and emphasize the point with DOT and NJ Transit personnel?
- Item: B.12** • How can we see "Safe Routes to School" and "Complete Streets" projects in the TIP?

- Item: B.13** • Have “Road Safety Audits” & Road Safety reviews been conducted on all projects?

Pennsylvania

- The Montgomery County Highway Projects map (and perhaps others) show a number of projects that do not appear in the project list on the opposite page nor have descriptions in the text. Perhaps these spurious numbers represent recently deleted projects.

Additional RCC comments:

The RCC supports comments submitted by the Gulph Mills Civic Association re: Henderson Road Ramps, I-76, Westbound (MPMS# 68064) Interchange Improvement (formerly 2003 Tip #8745 & MPMS #16211) (independently submitted, and copied here.) The RCC also added an additional comment, #6.

1. This project, relocating an existing, poorly placed, dangerous on-ramp and adding a new off-ramp at a major arterial (Henderson Road), was scheduled for construction in 2008 & 2009 on the current 2007 TIP.
2. The project is mislabeled as increasing SOV capacity; it will actually enhance transit as a viable alternative at the Gulph Mills Intermodal Station of the Norristown High Speed Line, which is now strangled by congestion. This intermodal station is served by SEPTA routes 95, 100, 123, 124, 125, as well as the Suburban Link and several Corporate employer shuttles, which provide efficient alternatives to SOVs if congestion at the station is reduced.
3. The project will also improve air quality and safety, by mitigating near constant congestion in a number of historic residential neighborhoods.
4. The project was identified in the 2007 TIP as integral to the Delaware Valley Freight Corridors Initiative, enhancing highway goods movement to established Industrial Centers. It will shorten many truck trips, allowing tractor trailer trucks to remain on the safer, faster Interstate Highway system, instead of local residential roads, and closer to their intended destinations.
5. Allowing truck traffic to remain on the Interstate system, the project will help preserve the structural integrity of a 200 year old bridge on a key commuter route to identified employment centers. All of the above noted SEPTA routes and TMA sponsored shuttles to the intermodal station would be compromised by the closure of this bridge, adversely affecting ridership, and making an existing congestion nightmare worse.
6. The RCC supports this project provided that the interchange with Henderson Road is compatible with non-motorized transportation (bicycles and pedestrians)

The RCC also fully supports the comments submitted by the Bicycle Coalition of Greater Philadelphia (independently submitted, and copied here:)

- Item: B.14** Given the concerns ranging from energy independence, global warming and the benefits of physical activity, bicycling and walking should be entitled to a larger piece of the transportation funding pie. Funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle and pedestrian traffic deaths.
- Item: B.15** NJ should adopt a complete streets requirement tied to any state transportation funds including Local Aid.
- Item: B.16** There should be incentives built into Local Aid funds to encourage counties and municipalities to create and implement local bicycle and pedestrian plans.
- Item: B.17** There is an overall lack of bicycle and pedestrian projects in the TIP. The TIP is the most transparent document available to the public. Regardless of how bike-ped projects are funded or where they are in the pipeline they should be considered transportation projects and included in the TIP.
- Item: B.18** We applaud the efforts of NJDOT's rapid design team, that expedites quick fix pedestrian projects on state highways. This little known but excellent program should be better publicized as a model DOT project.
- Item: B.19** Create a consistent fix-it-first policy for all state transportation agencies, including NJDOT and the New Jersey Turnpike Authority.
- Item: B.20** Boost funding for the NJFIT program to ensure continued progress on smart growth projects.

NJ TRANSIT

- Item: B.21** Policy Statement - Eliminate holiday bike restrictions on all NJT Trains, this rule which has no documented correlation with passenger capacity and should be replaced with the normal policy of enabling conductors to use their discretion to disallow bikes based on crowding conditions.
- Item: B.22** T210 - Use Transit Enhancements Funds to install vertical bicycle racks on the Atlantic City Line and the Northeast Corridor Line.

County Highway Programs

Burlington-Mercer County

- Item: B.23**
 - 02390 Funding allocated for the Delaware River Heritage trail is only a fraction of what is needed to complete the trail, increase

investment and prioritize. This is the only regional trail project listed on the NJ TIP.

Burlington County

- Item: B.24** • T524 Burlink Shuttle - Equip all buses with bike racks to increase reliability of bike on bus access. Restore service cut in early 2008.
- Item: B.25** • Investigate feasibility of joint SEPTA service between Palmyra and Frankford Transportation Center in Philadelphia.
- Item: B.26** • 95078B1 Campus Drive: Include sidewalks and shoulders for bicycle travel. As well as a pedestrian crossing on Route 130
- Item: B.27** • 01356 Crafts Creek Bridge At Route 130: Why are sidewalks not included? This bridge appears to be part of the proposed alignment to the Delaware River Heritage Trail? In the 2003 State of trail report states It is anticipated that a side path available for walking and cycling will be provided between Burlington Street in Bordentown Township and Hornberger Avenue in Roebling.

Mercer County

- Item: B.28** • DRJTBC - Include a bicycle and pedestrian pathway on the new Scudder Falls Bridge.

Camden County

- Item: B.29** • DRPA - Seek transportation funds and economic development funds to design and build ADA accessible ramps on the north and south walkways of the Ben Franklin Bridge in Camden.

Gloucester County

- Item: B.30** • Connect the Monroe Township Bike Path to the west campus of Rowan University
 - Prioritize projects to implement the newly created Gloucester County Trails plan”

**COMMENTS RECEIVED FROM
DVRPC PLANNING PARTNERS
& AGENCIES**

NJDOT Comments
on the
FY2009 - FY2018 DVRPC Draft TIP
June 19, 2008

New Jersey - DVPRC Region Updates:

- Item: C.7** 1. Campbell Revitalization Area, Camden (DB # 07303) funding should be reprogrammed from FY 2008 to FY 2009. The new amount is \$12.24 M of State funds in FY 2009.
- Item: C.1** 2. County Route 561 over Cape May Branch (DB # 06367) construction funding should be switched from State to Bridge funds in FY 2012.
- Item: C.8** 3. Kings Highway, Resurfacing & Safety Improvements (CR 551) (DB # D0807) Engineering-Right of Way-Construction (ERC) should be added for \$0.5 M of Demo funds in FY 2009. These Demo funds are a special federal appropriation reassigned from the Route 295, Paulsboro Brownfield Access project.
- Item: C.9** 4. Tanyard Road, Resurfacing & Safety Improvements (CR 663) (DB # D0807) Engineering-Right of Way-Construction (ERC) should be added for \$0.5 M of Demo funds in FY 2009. These Demo funds are a special federal appropriation reassigned from the Route 295, Paulsboro Brownfield Access project.
- Item: C.11** 5. Route 1 Business, Brunswick Circle to Texas Avenue (DB # 04316) construction funding should be added for \$4.1 M of STP-TE in FY 2011.
- Item: C.5** 6. Route 30/130, Collingswood Circle (CR 571) (DB # 155C) design funding should be switched from federal to State in FY 2009. The construction schedule has slipped from FY 2010 to FY 2011 and funding should be increased. The new multi-year amounts are \$20.126 M in FY 2011 and \$15.065 M in FY 2012.
- Item: C.4b** 7. Route 70, Airport Circle to Marlton Circle Operational Improvements (DB # 252A1) name and description should be updated. The project name should be revised as: Route 70, Route 38 to Route 73, Operational and Safety Improvements. The description should be revised as follows:
- This corridor experiences high levels of congestion and accidents under existing conditions. A recently completed concept development study recommended operational and safety improvements at the failing intersections along the entire 8.33 mile length.
- Item: C.2** 8. Route 73/70, Marlton Circle Elimination (5) (DB # 567) construction funding should be equally split between HSIP and NHS funds. The programmed amounts are \$15.35 M of HSIP and \$15.35 M of NHS funds in FY 2009.
- Item: C.3** 9. Route 130, Craft's Creek Bridge (DB # 01356) construction funds should be switched from federal to State funds in FY 2010.
- Item: C.4** 10. Route 206, South Broad Street Bridge over Assunpink Creek (DB # L064) construction funds should be switched from federal to State funds in FY 2010.

- Item: C.6** 11. Route 295/42, Missing Moves, Bellmawr (DBNUM 355A) design funding should be moved up to FY 2009 and right of way funding should be moved up to FY 2011. Utilities should be added in FY 2013 for \$1.1 M. Construction should be reduced by \$1.1 M due to the advanced funding of utilities. The new programmed amounts are:
- Design - \$4.0 M of Demo funds in FY 2009;
 - Right of Way - \$1.132 M of Demo funds in FY 2011;
 - Utilities - \$1.1 M of HPP20 funds in FY 2013; and
 - Construction - \$9.621 M of HPP10 and \$16.891 M of HPP20 funds in FY 2014, \$40.944 M of I-Maintenance funds in FY 2015 and \$40.944 M of I-Maintenance funds in FY 2016.

New Jersey – Study and Development Updates:

- Item: C.12** 1. Cramer Hill Waterfront Access (DB # 02395A) work has stopped and the project should be removed from the study and development program.
- Item: C.13** 2. Cramer Hill /Von Neida park Flood Control and Watershed Planning (DB # 02395C) work has stopped and the project should be removed from the study and development program.
- Item: C.10** 3. Route 295/42, Missing Moves, Bellmawr (DB # 355A) design funding is expected be needed in late FY 2009. However, preliminary design should be replaced with feasibility assessment in the study and development program so that the project scope can be reevaluated.
- Item: C.14** 4. Route 322, Fries Mill Road Intersection Improvements (CR 655) (DB # 01351B) will be done by a developer; therefore the project should be removed from the study and development program.

New Jersey - Statewide Program Updates:

- Item: C.15** 1. Airport Improvement Program (DB # X02) the identification number (DB #) should be changed to 08415 and the description should be updated. The description should be revised as follows:
- Notwithstanding any law to the contrary, amounts herein above appropriated for the Airport Improvement Program are appropriated for grants to be made by the Commissioner of the Department of Transportation pursuant to a competitive project application process for projects, including but not limited to, safety, preservation, rehabilitation and capital improvements at public-use general aviation airports, aviation planning purposes, aviation education and information programs, aviation studies, airport feasibility studies, and also to provide matching funds to help match and capture federal funds.
- Item: C.16** 2. Betterments, Bridge Preservation (DB # X72A) funding should be adjusted between federal and state in FY 2011 and FY 2012. The new amounts are \$5.518 M of I-Maintenance funds and \$22.282 M of State funds in FY 2011 and \$6.7M of I-Maintenance and \$24.5 M of State funds in FY 2012.

- Item: C.18b** 3. Bridge Deck Replacement Program (DB# 03304) phase should be changed from engineering-construction (EC) to construction.
- Item: C.19** 4. Bridge Replacement, Future Projects (DB # 08381) funding should be increased in FY 2010 through FY 2012. The new amounts are \$5.0 M in FY 2010, \$4.394 M of Bridge funds in FY 2011 and \$0.237 M of Bridge funds in FY 2012..
- Item: C.21** 5. Freight Program (DB # X34) should be reduced by \$ 2.0 M of State funds in FY 2009. The new amount is \$10.5 M of State funds in FY 2009.
- Item: C.20** 6. Local Aid, Infrastructure Fund (DB # X186) should be increased by \$ 2.0 M of State funds in FY 2009. The new amount is \$19.5 M of State funds in FY 2009.
- Item: C.18** 7. Pedestrian Safety Improvement Design and Construction (DB # 06403) State funding should be increased in FY 2009 and FY 2010 and reduced in FY 2011. The new amounts are \$5.0 M of State funds in FY 2009, \$1.3 M of State funds in FY 2010 and no State funds in FY 2011.
- Item: C.17** 8. Unanticipated Design, Right of Way and Construction Expenses, State (DB # X11) State funding should be adjusted in FY 2009 through FY 2012. The new amounts are \$20.823 M in FY 2009, \$22.892 M in FY 2010, \$16.418 M in FY 2011, and \$30.055 M in FY 2012.

TIP Plan Comments

From: Schoonmaker, Elizabeth
Sent: Thursday, May 22, 2008 4:29 PM
To: Anderson, Gastonia
Subject: NJ TPK Comment on Draft

Item: D.1

Page 21 of the Draft FY2009 TIP Executive Summary has a typo.

Item: D.2

The Trenton-Morrisville Toll Bridge appears erroneously as a NJ TPK project in Figure 7.

It is represented on page 22 as a Delaware River Joint Toll Bridge Commission project, the fund amounts are different, so please check to make sure it's correctly noted.

(I don't believe the DRJTBC should have "Authority" in its title as it does on page 22.)

Elizabeth Schoonmaker
Manager, Office of Capital Programming
DVRPC
215-238-2938

Try DVRPC's **NEW** mapping feature for the Transportation Improvement Program for PA and NJ!

<http://www.dvrpc.org/asp/TIPsearch/2007/pa/map.asp>

<http://www.dvrpc.org/asp/TIPsearch/2008/nj/map.asp>

 Please consider the environment before printing this email.

TIP Plan Comments

From: Anderson, Gastonia
Sent: Tuesday, June 03, 2008 10:00 AM
To: TIP Plan Comments
Subject: FW: FY09 TIP Update for New Jersey and Pennsylvania - Request for Information

Gastonia

From: Justin R. Bowers [mailto:jbowers@drjtbc.org]
Sent: Thursday, May 22, 2008 2:08 PM
To: Anderson, Gastonia
Cc: George G. Alexandridis; Mary E. Linton
Subject: RE: FY09 TIP Update for New Jersey and Pennsylvania - Request for Information

Gastonia,

I have reviewed the DRAFT TIP report and would like to have two (2) corrections made:

- Item: E.1**
1. Remove the word "Authority" after our Commission in our name in the header.
- Item: E.2** For the Washington Crossing Toll Supported Bridge Rehabilitation, the dates should be "2008 to 2009", not 2008 to 2008. This was a typo on our part.

Please let me know if these changes can be made.

Thank you,
Justin Bowers

**PENNSYLVANIA
COMMENTS**

**COMMENTS RECEIVED FROM
THE GENERAL PUBLIC**

TIP Plan Comments

From: Peter Boor [peter.boor@verizon.net]
Sent: Friday, May 23, 2008 9:32 AM
To: TIP Plan Comments
Subject: FY 2009 TIP - PA

Item: F.1

There are growing concerns in the nation regarding energy independence and global warming. Physical activity such as cycling and walking ought to be given a larger piece of the transportation pie.

Item: F.2

Use of the Bike/Ped Checklist in designing and repairing roadways must be foremost - no longer can these non-motorized activities be added as afterthoughts. Transportation improvements must consider the needs and safety of those who choose to walk or cycle - bicycles are vehicles too, and must be granted equal status in the transportation mix.

Item: F.3

Please abolish the Bikeway Occupancy Permit, which blocks the development of bike lanes in the suburbs.


Item: F.4

Please add the Pedestrian/Cycle facilities to the new Scudder Falls Bridge - I-95.


Peter Boor
42 Glen Drive
Doylestown PA 18901
215 348-5411
peter.boor@verizon.net

Item: F.5

05-18-2008, 09:29 PM

Bike Coalition 
Tastykake Maker

Join Date: Jun 2005
Posts: 296

 **Comment on the DVRPC TIP**

A lot of people on this list have great ideas on how and where to expand transit, but hardly anyone comments on the Transportation Improvement Program or the TIP. This is the prioritized list of transportation projects for the region. If it's not on the TIP it doesn't get built.

Despite the price of fuel and our crumbling infrastructure transportation leaders are still prioritizing highway expansion. Barring a fuel shortage, highway expansion will continue to discourage alternate transportation and choke us with the dirtiest air in the country. Sprawl will continue to gobble up the remaining pieces of our local food production and open space. How they are going to pay for that expansion is still an open question. Will it be Interstate tolling? Gas taxes? Who knows???

To comment on the Transportation Improvement Program for PA and NJ click [here](#) or go to www.dvrpc.org

Item: F.6

TIP Plan Comments

From: Richard Himmer [rich.himmer@verizon.net]
Sent: Thursday, May 22, 2008 9:39 PM
To: TIP Plan Comments
Subject: FY 2009 Transportation Improvement Program (TIP)

Bicycling and walking should be entitled to a larger piece of the transportation funding pie than they currently receive. All road construction projects should consider and give space for pedestrian and bicycle traffic. With the current concerns about energy independence and global warming, any projects that will facilitate bicycle and pedestrian traffic should be given the highest priority.

Thank you.
Richard Himmer

Item: F.7

TIP Plan Comments

From: john litzke [jsuperbike@hotmail.com]
Sent: Friday, May 23, 2008 11:34 AM
To: TIP Plan Comments
Subject: Transportation funding priorities

Dear Sirs,

On behalf of my wife and I, I want to bring to your attention the concerns of our time. Air pollution, worsening motorized traffic congestion, global warming, traffic fatalities, bicycle fatalities, obesity, the eminent loss of the polar bear, etc. I am sure you are aware of these and others by now.

Knowing what we know and to preserve and improve the health and environments of current and future Philadelphians/Pennsylvanians, and of people nationally and globally, please include substantial financial resources for bike and pedestrian projects as you negotiate and pass Transportation funding at the DVRPC.

The Philadelphia Inquirer reported last week on its opinion page that the "Era of the car is running out of gas." Philadelphia was not made to hold all these cars. Please consider our urban fabric, our narrow streets, growing healthy neighborhoods and people, and refocus our priorities away from car ownership towards walking, transit, bicycles, scooters, and pedicabs when making your decisions.

Please substantially fund bicycle and pedestrian projects for '08, '09 and far into the future.

Thank you very much.

John Litzke Jr. and Rita Longan-Litzke

6/5/2008

TIP Plan Comments

From: +Steve Bozzone [stevebozz@gmail.com]
Sent: Thursday, May 22, 2008 8:39 PM
To: TIP Plan Comments
Subject: Consider Bicyclists & Pedestrians High Priorities in the 2009 TIP Transportation Improvement Program

Please give adequate attention to plans concerning making our state of Pennsylvania more bike and pedestrian accessible, creating new incentive for folks to use their cars less and boost local economies by accessing free, people-powered methods of transportation. This type of planning is most relevant today, given the concerns ranging from energy independence, global warming and the benefits of physical activity.

Bicycling and walking should be entitled to a larger percentage of transportation funding. Funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle and pedestrian traffic deaths.

Please make use of Bike Ped Checklist and urge PENNDOT to abolish the Bikeway Occupancy Permit which is blocking the development of bike lanes in the suburbs.

Thank you for your time.

Best Regards,
Steve Bozzone
2435 Montrose Street
Philadelphia, PA 19146

TIP Plan Comments

From: Kara Lee [karalee100@yahoo.com]
Sent: Tuesday, May 13, 2008 3:09 PM
To: TIP Plan Comments
Subject: Route 202

Dear Sir/Madam,

I have just been forwarded the following statement regarding the delay in the widening of Route 202 section 300. I am quite disturbed by the delay as we have bought in this area with the understanding that it was an immediate goal of this region to uplift the commercial and residential viabilities. Along with developments such as the new Wegmans shopping area and commercial business areas in the Malvern and Frazer areas, the widening of Route 202 should coincide. The traffic jams that will ensue will not be pleasant nor good for our investments in this area.

Please reconsider the delay. Our local residents are rallying this cause very hard.

Kind regards,
Kara Lee
484-318-9307
Malvern PA 19355

From the Transportation Management Association of Chester County

The U.S. Route 202, Section 300 reconstruction and widening project will not start mainline construction for at least two and a half years. The only way that this could change is if the Delaware Valley Regional Planning Commission (DVRPC) and PennDOT are convinced that moving work forward is of critical importance to the economy of Chester County, the five-county region and the Commonwealth.

PennDOT has placed its priority statewide on funding structurally deficient bridges. The reconstruction and widening portion of the Route 202 project had been previously removed from the Transportation Improvement Plan (TIP). It was expected that it would be restored in the FY 2009-2012 TIP, but the current plan is to defer construction funds until FY 20 11 at the earliest. PennDOT has justified this by saying that the project is not ready to move forward. PennDOT needs to secure the permits and the right-of-way to allow for the expansion of the highway, but these have not been advanced more swiftly because of the funding situation. While the draft TIP states that construction will start in FY 2011, there are no guarantees. PennDOT is only committed to completing the overhead bridges and a new plan to resurface the existing roadway and add a center cable median barrier.

A public meeting will be held next Wednesday, **May 14, 2008 from 4 to 6 p.m.** to discuss the draft Transportation Improvement Plan (TIP) for FY 2009-2012 at the Delaware Valley Regional Planning Commission (DVRPC), 8th floor of the American College of Physicians Building at 190 N. Independence Mall West in Philadelphia. This is located at the southwest corner of 6th and Arch Streets, across from the National Constitution Center and near the Ben Franklin Bridge.

For those who cannot make it to the public meeting, DVRPC encourages the public to send in their written comments to the following:

TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

Fax: 215-592-1800

E-mail: tip-plan-comments@dvrpc.org

We encourage you to forward this e-mail to anyone who is concerned about the condition of the highway and want

TIP Plan Comments

From: Joyce, Greg [JoyceG@MLHS.ORG]
Sent: Tuesday, May 13, 2008 12:40 PM
To: TIP Plan Comments
Subject: Rt. 202 widening, section 300

To Whom It May Concern:

Section 300 of Route 202 has been nothing less than a daily nightmare to the many commuters and homeowners in the area. Please, please, please move this project forward. The cascading consequences of not taking action are ever worsening.

Thank you.

Gregory R. Joyce
Main Line Health
Director, Customer Relationship Management
Tel: 610.526.8778 || Fax: 610.526.8767
www.mainlinehealth.org

Item: F.11

Five Additional Points Concerning US Route 202 – Section 300

Comments by Tom Sklow, Liberty Property Trust

1. Over the next 10 years, there will be 8 million square feet of additional commercial development along Section 300 of US Route 202. This development represents more than \$2 billion in private sector investment by such developers as Berwind Property Group, Brandywine Property Trust, Liberty Property Trust, O'Neill Property Group, Rubinstein Group and Trammell Crow Company. This development will add an additional 40,000 jobs. The majority of this development is situated on Brownfield development sites.
2. US Route 202 Section 300 is not a new project, but a completion of an existing three phase project. The first phase was construction of the Exton Bypass, which originally cost \$150 million. It would cost \$400 million in today's dollars. The second phase was reconstruction and widening of US Route 202 Section 400, which originally cost \$250 million. It would cost \$500 million in today's dollars. This is a three phase project of which the first two phases are completed. Reconstruction and widening of Section 300 is the third phase and is needed for the public to realize the full benefit of the complete project.
3. Section 300 is "the neck of the hour glass" of the US Route 202 improvement project.
4. We would only be fortunate to lose US Route 202 employers to other sections of Chester County, but we risk losing these employers to other states.
5. "The Greenline," an extension of the SEPTA R-5 from Paoli to Phoenixville via light rail is being analyzed as part of a privately funded study by the Phoenixville CDC. The SEPTA R-5 would potentially link the Wyeth Campus, Uptown Worthington, Vanguard Campuses, Great Valley Corporate Center, Atwater, and the Phoenixville Steel Site. "The Greenline" would provide critical linkages to the following Brownfield sites (Paoli Rail Yard, Worthington, Knickerbocker, Atwater, Phoenixville Steel), reduce reliance on the automobile, and substantially reduce suburban sprawl. All of this is in accordance with Chester County *Landscapes Comprehensive Plan*.

Item: F.12

TIP Plan Comments

From: Bernard Harahan [bharahan@hotmail.com]
Sent: Tuesday, May 13, 2008 1:45 PM
To: TIP Plan Comments
Subject: 202 300 section

Please expand the road!

Item: F.13

TIP Plan Comments

From: maurahoward@comcast.net
Sent: Tuesday, May 27, 2008 10:21 AM
To: TIP Plan Comments
Cc: info@westernchestercounty.com
Subject: 2009 TIP 12-Year Program

The Western Chester County Chamber of Commerce is submitting written testimony in regard to the 2009 TIP 12-Year Program and is requesting that you do the same by **June 2nd**. As transportation funding is at a crisis level, the Chamber is recommending the 30 Bypass improvement project be split into phases to ensure the project does not fall off the plan.

Century 21 Precision Realty fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, **Century 21 Precision Realty** requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Have A Great Day!

Maura White-Howard, Associate Broker
Century 21 Precision Realty
Cell 484-571-5482

6/5/2008

Item: F.14

TIP Plan Comments

From: John Newton [jhnewton@comcast.net]
Sent: Tuesday, May 27, 2008 11:12 AM
To: TIP Plan Comments
Subject: In support of the Route 30 Bypass Improvements

First Eastern Development Company fully supports the Coatesville Downingtown Bypass Reconstruction.

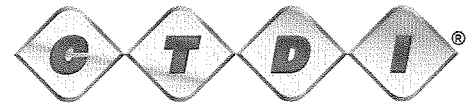
SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

Since 1988, I have personally been involved in the development of over 1 million square feet of commercial and industrial real estate at and near the Chester County Airport exit of US Route 30 in Valley, West Caln and Sadsbury Townships. It is remarkable that this region has been able to overcome the impediment caused by such an inferior piece of infrastructure. This is the 20th anniversary of my initial meeting with Penn DOT representatives aimed toward finding and implementing a solution to the poorly designed and inadequate interchange. After 20 years of “working” toward a solution to a simple problem, absolutely no visible progress has been made. And yet, the region has still been able to attract a substantial new and growing employment base. It is disconcerting to imagine how much more economic development might have been brought to the Coatesville area had this infrastructure issue been dealt with in a timely manner.

If construction of the overall project is delayed due to financial or other constraints, FIRST EASTERN DEVELOPMENT COMPANY requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

John H. Newton, Jr., CCIM
President
FIRST EASTERN DEVELOPMENT COMPANY
517 E. Lancaster Avenue, Suite 101
Downingtown, PA 19335

6/5/2008



Communications Test Design, Inc.

June 2, 2008

Plan/ TIP/ Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I am writing in support of efforts to reconstruct the Route 30 Coatesville-Downingtown Bypass (SR 0030 Section 100).

Our company, Communications Test Design, Inc. (CTDI), is a growing global electronics engineering and logistics services company serving the telecommunication industry with a workforce of over 4,000 worldwide from our headquarters in West Chester, Pennsylvania. To accommodate our expected expansion, we have recently purchased property in Highlands Corporate Center, Valley Township, near the G.O. Carlson Airport, and the Route 30 interchange with Airport Road. We expect to grow our Chester County employment by 500 jobs in five years.

As the economy continues to grow towards the western region of the County, a host of infrastructure improvements will be necessary to safely and efficiently accommodate the expanded opportunities. Certainly, transportation is key.

Realizing that the present bypass was constructed in the fifties, numerous improvements will continue to be needed in line with the area's population growth and the resulting increased traffic on the already heavily-travelled roadways. Fortunately, several improvements, including interchange redesigns and construction, have already been made on the eastern portion of the Route 30 Bypass.

The western portion now needs similar attention. Aside from the general widening and repaving of the Bypass, we believe a vital project is constructing a complete interchange of the Bypass at Airport Road. Population demographics have changed quite considerably in the half a century since the Bypass was built. Business is booming in western Chester County. Safe, efficient and environmentally smart access to western Chester County businesses from points further west by the workforce and suppliers begs for improvement.

Understanding that projects such as this often entail funding issues and priority conflicts, we advocate at least for the priority of the additional exit and entrance ramps at the Route 30 and Airport Road interchange for now. It is awkward, inefficient and counter-productive in many respects for traffic to circumvent the present access restrictions imposed by the present partial interchange set-up.

Thank you for considering our input on this economic issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Conrad M. Olie", written over a horizontal line.

Conrad M. Olie
Director, Human Resources and Administration

Item: F.16

TIP Plan Comments

From: Michael Donohue [mjd@donohueshauling.com]
Sent: Thursday, May 29, 2008 10:08 AM
To: TIP Plan Comments; info@westernchestercounty.com
Subject: FW: Help Support Route 30 Bypass Improvemnets

From: info@westernchestercounty.com
To: ;
Subject: Help Support Route 30 Bypass Improvemnets
Date: Tue, 27 May 2008 09:41:02 -0400

Donohue's Hauling LLC fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, *Donohue's Hauling LLC* requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Thank-you
Mike & Bev Donohue

TIP Plan Comments

From: Helen Flanders [hflanders@YMCABWV.org]
Sent: Tuesday, May 27, 2008 10:39 PM
To: TIP Plan Comments
Cc: Donna Siter
Subject: Coatesville Downingtown Bypass Reconstruction

The Brandywine YMCA located in West Brandywine Township fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 - Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, the Brandywine YMCA requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Helen M. Flanders
Associate Executive Director
Brandywine YMCA
295 Hurley Road
Coatesville, PA 19320
610-380-9622, ext. 104

This transmission may contain information that is privileged, confidential, legally privileged, and/or exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or use of the information contained herein (including any reliance thereon) is STRICTLY PROHIBITED. If you received this transmission in error, please immediately contact the sender and destroy the material in its entirety, whether in electronic or hard copy format. If you are the intended recipient of this e-mail, and would prefer not to receive e-mails from the YMCA, please reply to this e-mail with "UNSUBSCRIBE" in the Subject line. Thank you.

TIP Plan Comments

From: Helen Flanders [hflanders@YMCABWV.org]
Sent: Wednesday, May 14, 2008 11:31 PM
To: TIP Plan Comments
Cc: Donna Siter

Plan/TIP/Conformity Comments

c/o DVRPC Public Affairs Office

190 N. Independence Mall West, 8th Floor

Philadelphia, PA 19106

To Whom It May Concern,

Please direct your attention to the Route 30 Bypass expansion project. If necessary, consider splitting the plan into smaller parts in order to keep it viable. In particular, please develop a plan to construct additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport. Chester County is growing rapidly and those who live and/or work in the western part of the County need this major artery improved. Thank you.

Helen M. Flanders
Associate Executive Director
Brandywine YMCA
295 Hurley Road
Coatesville, PA 19320
610-380-YMCA, ext. 104

This transmission may contain information that is privileged, confidential, legally privileged, and/or exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or use of the information contained herein (including any reliance thereon) is STRICTLY PROHIBITED. If you received this transmission in error, please immediately contact the sender and destroy the material in its entirety, whether in electronic or hard copy format. If you are the intended recipient of this e-mail, and would prefer not to receive e-mails from the YMCA, please reply to this e-mail with "UNSUBSCRIBE" in the Subject line. Thank you.

TIP Plan Comments

From: Don & Judi McCormick [DandJMcC@comcast.net]

Sent: Tuesday, May 27, 2008 9:55 AM

To: TIP Plan Comments

Cc: Donna Siter

TheCandyFlower.com fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, *TheCandyFlower.com* requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Item: F.20

TIP Plan Comments

From: Gary Hudson [glhudson@sbcglobal.net]
Sent: Friday, May 30, 2008 5:26 AM
To: TIP Plan Comments
Cc: info@westernchestercounty.com
Subject: Support Letter-Additional Access Ramps to Rt. 30 Interchange

May 30, 2008

Donna W. Siter
Administrator Director
Western Chester County Chamber of Commerce
50 South First Avenue
Coatesville, PA 19320

Dear Ms. Siter:

The Chester County Area Airport Authority (CCAAA) strongly feels that construction improvements need to be made on the Route 30 Bypass Interchange in Valley Township. Moreover, because the CCAAA recognizes that PENNDOT's transportation funding sources are at a crises level, the Authority agrees with the Western Chester County Chamber of Commerce that the state should split the 30 Bypass improvement project into phases in order to ensure that this project does not fall off of PENNDOT's 12-Year 2009 Transportation Improvement Program.

The following bullet points listed below, are reasons why the CCAAA feels that additional access ramps at the Route 30 Bypass and the Airport Road Interchange would be a benefit to both Valley and Sadsbury Townships:

- The western end of Chester County near the Chester County/G.O. Carlson Airport (MQS), is growing rapidly, both commercially and residentially, resulting in more traffic generation and demand on Business Route 30 west of Coatesville.
- Many new and large businesses employing many people are locating in the existing Bellaire Business Park that is being expanded, and two (2) new business parks are being built at the border of Valley and Sadsbury Townships . Some of these businesses include: Keystone Helicopter, Keystone Foods, etc. These businesses are creating a significant demand and burden on the roads though Sadsburyville.
- Many new residential developments are being built within Sadsbury Township to accommodate housing for the new jobs being created, which is further placing demand and burden on the roads through Sadsburyville.
- There is new residential and commercial development occurring within Valley Township near Airport Road and west placing demand and burden on the roads through the Village of Sadsburyville for trips headed west.
- The ramps would reduce westbound traffic volumes and congestion (both commercial and residential) to points west within the Village of Sadsburyville by providing alternative access to the State Route 30 bypass west from Airport Road near MQS.
- The ramps would reduce eastbound traffic volumes and congestion (both commercial and residential) to points east within the Village of Sadsburyville by providing alternate access to Airport Road near the MQS from the State Route 30 bypass.
- Sadsbury Township has had a Traffic Study completed in 2006 to evaluate the traffic impacts of the business park and airport expansions proposed within the area. The Study concluded that future projected traffic based on the growth will place significant burden on many of the roads placing them over capacity. Alternative routes or adding lanes was suggested.
- Sadsbury Township has received a grant and is underway with a project to reduce the roadway width of Business Route 30 within Sadsburyville to provide traffic calming and to maintain the "village" feeling and appearance. This will further burden Business Route 30 by reducing its capacity, and result in more congestion through Sadsburyville and the surrounding area.

6/5/2008

If you have any further questions regarding this information, please feel free to contact me at 610-383-6057.

Sincerely,

Gary L. Hudson
Airport Manager
Chester County/G.O. Carlson Airport

TIP Plan Comments

From: Gregory Prowant [gprowant@calntownship.org]
Sent: Monday, June 02, 2008 3:47 PM
To: TIP Plan Comments
Cc: Waltermyer, Randy M.; Donna Siter
Subject: Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office

At a recent public meeting the Board of Commissioners of Caln Township reconfirmed its full support of the Coatesville Downingtown Bypass Reconstruction project as follows:

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Western Chester County Chamber of Commerce met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, Caln Township requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

The Board of Commissioners would also like to reconfirm its support to the DVRPC of the proposed new bridge construction project to connect the two existing portions of G.O. Carlson Boulevard. This project was submitted in prior years for TIP consideration. G. O. Carlson Boulevard is a major collector roadway running east-west along a course parallel to Route 30 and Business Route 30. This project would help alleviate congestion problems along the major highways (Route 30 Bypass and Business Route 30).

Sincerely,

Gregory Prowant AICP
Township Manager
Caln Township
610-384-0600

Item: F.22

TIP Plan Comments

From: John H. Lymberis [lymberis@comcast.net]
Sent: Tuesday, May 27, 2008 9:37 PM
To: TIP Plan Comments
Cc: info@westernchestercounty.com
Subject: in support of the Route 30 Bypass Improvements

I own the following local businesses: Harry's The Neighborhood Place (Since 1973), Sadsbury Self Storage, Blue Spot Laundry, Inc., Cosmos Development Company, and JYF Partners. The Companies I own are all located in Sadsbury Township, Chester County. I am on the Sadsbury Township Planning Commission and a Past -President of the Western Chester County Chamber of Commerce and still serve on the Board of Directors. All of my local compnies fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 - Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, Harry's The Neighborhood Place (Since 1973), Sadsbury Self Storage, Blue Spot Laundry, Inc., Cosmos Development Company, and JYF Partners requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

6/5/2008

TIP Plan Comments

From: Larry Johnson [ljohnson@sovereignenvironmental.com]
Sent: Tuesday, May 27, 2008 1:23 PM
To: TIP Plan Comments
Cc: Donna Siter
Subject: FW: Help Support Route 30 Bypass Improvemnets

The Western Chester County Chamber of Commerce is submitting written testimony in regard to the 2009 TIP 12-Year Program and is requesting that you do the same by **June 2nd**. As transportation funding is at a crisis level, the Chamber is recommending the 30 Bypass improvement project be split into phases to ensure the project does not fall off the plan.

Sovereign Environmental Group fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, Sovereign Environmental Group requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Larry W. Johnson, PE, CIH
Principal
Sovereign Environmental Group
50 South First Avenue
Coatesville, PA 19320
Phone: 610.383.9919 x 101
Fax: 610.383.9979
Cell: 610.517.8300
ljohnson@sovereignenvironmental.com
www.sovereignenvironmental.com

Item: F.24

TIP Plan Comments

From: Leibert, Stephen [SLeibert@high.net]
Sent: Monday, June 02, 2008 1:43 PM
To: Donna Siter; TIP Plan Comments
Subject: RE: Help Support Route 30 Bypass Improvements

To whom it may concern at the Delaware Valley Regional Planning Commission.

This area has experienced tremendous growth over the last five years in terms of industry that have brought good paying jobs to an area that lost jobs to off-shore industries. Proper infusion of infrastructure monies should continue to help alleviate traffic congestion. High Associates Ltd. supports the Western Chester County Chamber of Commerce's efforts to complete to once-planned full interchange at Airport Road and the Route 30 By-pass.

Thank you for your consideration in this matter
 Stephen L. Leibert
 Regional Manager
 High Associates Ltd.

From: Donna Siter [mailto:info@westernchestercounty.com]
Sent: Tuesday, May 27, 2008 9:41 AM
To: Undisclosed-Recipient
Subject: Help Support Route 30 Bypass Improvemnets

Chamber Members; Please fill in the blanks with your company name and forward this email to the Delaware Valley Regional Planning Commission in support of the Route 30 Bypass Improvements.

Forward to tip-plan-comments@dvrpc.org and also copy the Chamber on your response info@westernchestercounty.com before June 2, 2008

The Western Chester County Chamber of Commerce is submitting written testimony in regard to the 2009 TIP 12-Year Program and is requesting that you do the same by **June 2nd**. As transportation funding is at a crisis level, the Chamber is recommending the 30 Bypass improvement project be split into phases to ensure the project does not fall off the plan. **HIGH ASSOCIATES LTD.** fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, **HIGH ASSOCIATES LTD.** requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

TIP Plan Comments

From: Matt Gorham [Matt@MattGorhamGroup.com]
Sent: Tuesday, May 27, 2008 5:40 PM
To: TIP Plan Comments
Subject: FW: Help Support Route 30 Bypass Improvemnets

[The Deck Guy Inc](#) fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, [The Deck Guy Inc](#) requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Item: F.26

TIP Plan Comments

From: Nancy Mohr-Chester County 2020 [sevynmor1@verizon.net]
Sent: Tuesday, May 27, 2008 11:36 AM
To: TIP Plan Comments
Cc: info@westernchestercounty.com
Subject: FW: Help Support Route 30 Bypass Improvemnets

*Nancy Mohr
Chester County 2020
28 W. Market Street
West Chester PA 19382
610-696-3180
nmohr2020@chescof.org
www.CC2020.org*

Chester County 2020 fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, *Chester County 2020* requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport. *Traffic congestion and safety issues are rapidly increasing in this area of intense development.*

No virus found in this incoming message.

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Version: 8.0.100 / Virus Database: 269.24.1/1468 - Release Date: 05/26/2008 3:23 PM

6/5/2008

Item: F.28

TIP Plan Comments

From: JOHN RESSLER [theresslers770@verizon.net]
Sent: Monday, June 02, 2008 6:50 PM
To: TIP Plan Comments
Cc: 'Donna Siter'
Subject: support of rt. 30 bypass improvements

As a business owner and as part of the Western Chester County Chamber of Commerce, The Cherished Pearl Bed and Breakfast fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, The Cherished Pearl Bed and Breakfast requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Anna & John Rohrer-Ressler
The Cherished Pearl Bed & Breakfast
770 Chestnut Street, Honey Brook, PA 19344
610-273-2312
www.thecherishedpearl.com

6/5/2008

Item: F.29

TIP Plan Comments

From: Rob Wishneski [fivepoint@hughes.net]
Sent: Tuesday, May 27, 2008 12:26 PM
To: TIP Plan Comments
Cc: info@westernchestercounty.com
Subject: Coatesville Downingtown Bypass Reconstruction

To Whom It May Concern:

Five Point Renovation and Remodel fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, **Five Point Renovation and Remodel** requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Thank you,

Rob Wishneski



6/5/2008

Item: F.30

TIP Plan Comments

From: Donna Siter [mailto:info@westernchestercounty.com]
Sent: Tuesday, May 27, 2008 9:41 AM
To: ;
Subject: Help Support Route 30 Bypass Improvemnets

Chamber Members; Please fill in the blanks with your company name and *forward* this email to the Delaware Valley Regional Planning Commission *in support of the Route 30 Bypass Improvements*.

Forward to tip-plan-comments@dvrpc.org and also copy the Chamber on your response info@westernchestercounty.com before **June 2, 2008**

The Western Chester County Chamber of Commerce is submitting written testimony in regard to the 2009 TIP 12-Year Program and is requesting that you do the same by **June 2nd**. As transportation funding is at a crisis level, the Chamber is recommending the 30 Bypass improvement project be split into phases to ensure the project does not fall off the plan.

[Sharon Johnson, a branch manager with Susquehanna Bank](#), fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, [Sharon Johnson](#) requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

6/5/2008

TIP Plan Comments

From: Tasha Delaney [tdelaney@transfersoflearning.com]
Sent: Tuesday, May 27, 2008 10:17 AM
To: TIP Plan Comments
Cc: ngoguts@chesco.org; 'Donna Siter'
Subject: 30 Bypass Improvement Support

To Whom it May Concern,

I am submitting this testimony as a small business owner in East Fallowfield and Director on the Board of the Western Chester County Chamber of Commerce.

I recognize the gravity of the funding crises for transportation and the challenges being faced across Chester County. Although I appreciate the effort to ensure the safety of our bridges across the state, I believe we need to take a balanced approach to address our transportation needs both now and in the future.

As the Western portion of Chester County continues to dramatically grow due to the availability of land/space, I would ask that you seriously and carefully consider this area in your allocation of funds. While I recognize that the \$580 million dollar estimate for the Route 30 bypass improvements is not readily available in the near future and that we are competing with projects such as 202, I support the Chamber's recommendation to break this project into phases. Pulling out the Airport Road interchange from the overall project would be a more manageable approach in the short term. The interchange is essential to improve safety aspects for the local community, as well as support the economic development and investment that organizations such as Keystone Helicopter, Keystone Food, CTDI and others have made to provide additional jobs to this area. Additional residential units are planned for this area to support the 1500 new jobs in the immediate future of these employers and the resulting increase in traffic makes this project imperative to be completed sooner rather than later.

Thank you for the opportunity to submit testimony for the TIP.

Sincerely,

Tasha Delaney

Transfers of Learning, LLC
A State and Nationally Certified WBE
6 Whitetail Way
Coatesville, PA 19320
Phone: 1-877-819-2881, 610-466-7521
Fax: 610-466-1875
tdelaney@transfersoflearning.com
www.transfersoflearning.com

Item: F.32

TIP Plan Comments

From: Theresa Sargent [TerrySgt@msn.com]
Sent: Friday, May 30, 2008 9:32 AM
To: TIP Plan Comments
Cc: Donna Siter
Subject: Route 30 Bypass improvements

To Whom It May Concern:

The **Coatesville Area Senior Center** fully supports the Coatesville Downingtown Bypass Reconstruction. SR 0030 Section 100-Coatesville Downingtown Bypass Reconstruction: Constructed in the 1950's, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway served a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Western Chester County Chamber of Commerce met with PennDOT staff to support the Route 30 project. This project is currently in the early design stages.

If construction of the overall project is delayed due to financial or other constraints, **The Coatesville Area Senior Center**, requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G.O. Carlson Airport.

Sincerely,
Theresa Sargent, Executive Director
Coatesville Area Senior Center
610-383-6900(phone)
www.cascweb.org
E-Mail: terrysgt@msn.com

6/5/2008

Item: F.33

TIP Plan Comments

From: Doug Thompson [dougthompson@citadelfcu.org]
Sent: Friday, May 30, 2008 12:09 PM
To: TIP Plan Comments
Cc: info@westernchestercounty.com
Subject: 30 Bypass Improvements

The Western Chester County Chamber of Commerce is submitting written testimony in regard to the 2009 TIP 12-Year Program and is requesting that you do the same by **June 2nd**. As transportation funding is at a crisis level, the Chamber is recommending the 30 Bypass improvement project be split into phases to ensure the project does not fall off the plan.

Citadel Federal Credit Union fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, Citadel Federal Credit Union requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Respectfully,

Doug Thompson

Doug Thompson

Thorndale Retail Manager
1.800.666.0191, ext. 6412
dougthompson@citadelfcu.org

Citadel. Banking with one focus. You.

"Good to Great in 2008"

TIP Plan Comments

From: Drapeau, Tim [TDrapeau@fultonbank.com]
Sent: Tuesday, May 27, 2008 9:44 AM
To: TIP Plan Comments
Subject: FW: Help Support Route 30 Bypass Improvements

Fulton Bank fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, Fulton Bank requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

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Fulton Bank, P.O. Box 8, East Petersburg, Pa. 17520

Item: F.35

TIP Plan Comments

From: Donna Siter [mailto:info@westernchestercounty.com]
Sent: Tuesday, May 27, 2008 9:41 AM
To: Undisclosed-Recipient:;
Subject: Help Support Route 30 Bypass Improvemnets

[LyonShare Marketing](#) fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, [LyonShare Marketing](#) requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Vicki Lyon
LyonShare Marketing
103 Sweetwater Drive, Ste 3
Honey Brook, PA 19344
Office: 610-273-9158

www.lyonsharemarketing.com

Seize the LyonShare of Your Market

HUDSON L

Item: F.36

TIP Plan Comments

From: Hudson L. Voltz, P.C. [voltzlaw@comcast.net]
Sent: Tuesday, May 27, 2008 2:25 PM
To: TIP Plan Comments
Subject: Rt. 30 Bypass Improvements

Dear Planning Commission:

The Western Chester County Chamber of Commerce is submitting written testimony in regard to the 2009 TIP 12-Year Program and is requesting that you do the same by June 2nd. As transportation funding is at a crisis level, the Chamber is recommending the 30 Bypass improvement project be split into phases to ensure the project does not fall off the plan.

Hudson L. Voltz, P.C. fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, Hudson L. Voltz, P.C. requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Very truly yours,
Hudson L. Voltz

--


HUDSON L. VOLTZ, P.C.

Hudson L. Voltz, Esquire
Joy L. Valania, Esquire
Janet J. Satterthwaite, Esquire

The Laird Professional Building
110 Hopewell Road, Suite 200
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(610)518-9500 Fax (610)518-5316
voltzlaw@comcast.net

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6/5/2008

TIP Plan Comments

From: Kenneth Lupold [lupoldk@coatesville.k12.pa.us]
Sent: Thursday, May 29, 2008 12:11 PM
To: TIP Plan Comments
Cc: Richard COMO; info@westernchestercounty.com
Subject: In Support Of The Route 30 Bypass Improvements

Follow Up Flag: Follow up
Flag Status: Red

Coatesville Area School District fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 - Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with PennDOT staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, Coatesville Area School District requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport.

Kenneth D. Lupold
Director of Business Administration
Coatesville Area School District
(610) 466-2403 Office
(610) 384-2086 Fax
lupoldk@coatesville.k12.pa.us

Item: F.38

TIP Plan Comments

From: kettell@aol.com
Sent: Monday, May 19, 2008 9:20 PM
To: TIP Plan Comments
Subject: comments

Dear TIP Committee:

I attended your May 14th public meeting on the TIP plan and read your "Revisions to Destination 2030" dated May 2007 and your "Transportation Improvement Program, Executive Summary, FY2009 draft, Volume I". However I was not able to determine whether the project of my concern has been included in the current funding cycle or not. My favorite project evolved out of a community-wide planning study conducted by Penn Praxis that involved the central portion of the Philadelphia waterfront. That study recommended that a significant portion of I-95 be placed underground when it is time to rebuild the expressway. The study did not specify the specific portion to be relocated due to a variety of engineering and financial considerations.

I hope that you have included an engineering and financial study of rebuilding I-95 in this portion of the city as one of your priorities. Without such a study it might be impossible to make intelligent estimates of the problems and opportunities when it is time for rebuilding. If such a study has been budgeted, thank you! If not, please include it in the next draft of your TIP.

Sincerely,
Rob Kettell

Plan your next roadtrip with MapQuest.com: America's #1 Mapping Site.

6/5/2008

Item: F.39

TIP Plan Comments

From: Donna Siter [info@westernchestercounty.com]
Sent: Friday, May 30, 2008 12:36 PM
To: TIP Plan Comments
Subject: Transportation Call to Action

Plan/TIP/Conformity Comments
DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

The Western Chester County Chamber of Commerce, representing more than 260 local businesses fully supports the Coatesville Downingtown Bypass Reconstruction.

SR 0030 Section 100 – Coatesville Downingtown Bypass Reconstruction: Constructed in the fifties, this section of roadway is badly in need of reconstruction and widening. The heavily traveled roadway serves a growing portion of Chester County and functions as a regional arterial between Lancaster and the Greater Philadelphia area. Reconstruction of the roadway has important congestion management, traffic safety and economic development considerations. At a public meeting in 2007, representatives of 15 municipalities and the Chamber met with Penndot staff to support the Route 30 project. This project is currently in the early design phases.

If construction of the overall project is delayed due to financial or other constraints, the Western Chester County Chamber of Commerce requests that the project be constructed in smaller phases. A good initial phase would involve the construction of additional access ramps at the intersection of Route 30 near the Chester County G. O. Carlson Airport. This interchange is not a full interchange and improved access would be important given the close proximity of the airport and adjacent businesses. The interchange is essential to improve safety aspects for the local community, as well as support the economic development and investment that organizations such as Keystone Helicopter, Keystone Food, CTDI and others have made to provide additional jobs to this area. Additional residential units are planned for this area to support the 1500 new jobs in the immediate future of these employers and the resulting increase in traffic makes this project imperative to be completed sooner rather than later.

Sincerely,
Greg Krajewski, President WCCCC

6/5/2008

Comment on Draft DVRPC Fiscal Year 2009-2012 TIP for PA relating to:

**MPMS# 15385 - US 202 (Section 100 Design)(ES1)
Matlack Street to Delaware State Line**

Last year, at the urging of the West Chester Area Council of Governments, the Chester County Planning Commission recommended the following phasing of this project:

PHASING CONCEPT FOR THE IMPROVEMENT OF US 202 SECTION 100 (ES1)

Traffic problems on existing US 202 from Matlack Street to the Delaware State line have become so overwhelming that traffic regularly diverts to parallel roads that should only function as local roads causing safety and congestion problems throughout the corridor. In recognition that capital funds are not immediately available for the full project as proposed in the Draft Environmental Impact Statement, the following phasing is recommended as a way to spread out the capital outlay, yet address the immediate problems.

1. Expedite the completion of the Final Environmental Impact Statement (FEIS) going through the appropriate process to develop a recommended alternative.
2. To address the immediate congestion problems, assist all municipalities in developing a traffic signal plan for the corridor with interconnection where possible and optimized signal timing at all signals.
3. Expedite the design, right-of-way acquisition and construction of the proposed interchange at US 202 and PA 926.
4. Expedite the design, right-of-way acquisition and construction of the proposed interchange at US 202 and US 1.
5. Expedite the design, right-of-way acquisition and construction of the proposed interchange at US 202 and Matlack Street.
6. Expedite the design, right-of-way acquisition and construction of the proposed ramp improvements at the confluence of US 202 and Wilmington Pike (High Street).
7. Implement the major intersection improvements at other intersections as recommended in the Final Environmental Impact Statement.
8. Widen the mid-block segments if necessary.

CONCURRENT ACTIONS

Through the land development process, secure the required right-of-way to accommodate the full project.

Through the land development and HOP process, implement a short-term intersection improvement program with small-scale channelization and signalization improvements where appropriate.

Carefully review the proposed timing of bridge closings on area roadways to avoid any undue burden on US 202.

None of the above seems to be reflected in the description of this project in the TIP. Therefore, I recommend taking last year's suggestion to the next level; that is that the interchanges at 202 and 926, 202 and US 1, and 202 and Matlack Street as well as the proposed ramp improvements at the confluence of US 202 and Wilmington Pike (High Street) be broken out from the main section 100 project and be considered as separate subprojects, each with its own schedule and funding.

Ed Travis
Supervisor
Thornbury Township
Chester County

Item: F.41

TIP Plan Comments

From: Gail Weniger [mailto:gweniger@warwick-township.org]
Sent: Tuesday, May 06, 2008 10:37 AM
To: Meconi, Jane
Subject: RE: Notice of Upcoming Delaware Valley Regional Planning Commission Public Comment Opportunities

Dear Ms. Meconi,

I have reviewed the DVRP information mailed earlier and have one comment to make regarding MPMS #72997 PA 263 York Road Improvements Bristol to PA 413. This project remains on the TIP although it was not done and I believe will not be done. There is a more comprehensive betterment project for this same roadway to be done within the next few years which I believe removed the maintenance project from the TIP list.

Thanks, Gail Weniger

6/5/2008

TIP Plan Comments

From: fishspine@aol.com
Sent: Monday, June 02, 2008 3:27 PM
To: TIP Plan Comments
Subject: MPMS #14613, 14484,14251

DVRPC,

Item: F.42

Concerning PA 41, MPMS #14613 and #14484, there has been a large local effort to solve the congestion and safety problems in this corridor. There is overwhelming local support for a roundabout at Baltimore Pike as a starting point to improve this area. This project needs to be unstuck from the apparent mud it is in, and built. This is the perfect scenario to showcase the value of roundabouts in PA. The sooner it is up and functioning the sooner it can be used to show its value to the rest of the state.

But the roundabout also needs to be the starting point for the whole corridor. Funding can not be cut in 2010. There is great beauty and value in the PA farmland that this route goes through. A traditional highway should not be allowed to destroy this area.

Item: F.43

MPMS#14251 - This historic bridge is part of a larger conserved historic area. The County and local private organizations have invested \$5 million in the protection of this area. This bridge in its current design has a record of safety. To replace it with a modern bridge would unnecessarily mar this beautiful area. Being on a bike route all the more means its scenic nature should not be destroyed. When a community steps up to this level to protect its historic resources, it must be respected.

We agree with Dee Durham of S.A.V.E., that broadly, there is great concern that the heightened emphasis on bridges will lead to their unnecessary loss - far too many bridges are slated for "replacement" rather than "rehabilitation." Every bridge should be examined on a case-by-case basis at the time of scoping to evaluate historic significance, and involve the community and a broad base of stakeholders, in determining the most appropriate treatment of each bridge - including a commitment to maintain historic features to the greatest extent possible.

Sincerely

Rush and Phoebe Fisher
Unionville, PA 19375

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TIP Plan Comments

From: david c bennett [dster21@comcast.net]
Sent: Monday, June 02, 2008 5:22 PM
To: TIP Plan Comments
Cc: John Boyle
Subject: TIP Comments for Pa. and DELCO

General Comments:

Item: F.44

1. Whereas SEPTA ridership is increasing and Bicycle commuting and Pedestrian commuting is increasing, as well as Bike and Pedestrian activity is increasing for routine domestic business, as well as for recreation and health, it is imperative that all highway projects allow for this increase and anticipate future growth of these transportation modes. It is important to enhance safety, convenience, and general ambience by including wherever possible bike lanes, adequate shoulders, sidewalks, and appropriate signage to remind motorists, pedestrians, and cyclists of their responsibilities to be alert and considerate of all modes of transport.

Item: F.45

2. The Bicycle Occupancy Permit (BOP) presents a burden to local municipalities and is a barrier for implementing proper bike facilities as a routine part of following the PENNDOT Bicycle Pedestrian Checklist. I believe the overall costs to citizens of Pa. would be reduced greatly if PENNDOT could eliminate this red tape and agree to maintain, remove snow and ice, and make repairs to Bike/Ped facilities on State Highways where otherwise PENNDOT performs these tasks on the motor vehicle portions. The abilities of our municipalities to finance this maintenance is uneven and many of these facilities are used by citizens from all over the region.

3. I feel that as the activity of BIKE/PED increases, we have a great and growing need for a full time BIKE/PED Coordinator in PENNDOT District 6.

Delaware County Comments:

Item: F.46

1. Wherever the road segment project is slated for inclusion in the Delaware County Bicycle Plan, all consideration should be given to whatever bike facilities may be implemented in future TIPs so that the existing highway profile and intersection configuration is flexible for such future inclusion.

Item: F.47

2. Regarding the replacement of the superstructure of the Rt. 291 bridge over Darby Creek in Tinnicum twp and Ridley twp, MPMS# 47409: It is especially important that when demolition and construction begins, the detour for bicycles be planned out considering the utmost safety to the cyclists. This segment is Pa Bike Route E as well as the East Coast Greenway. The project will take a considerable length of time to complete and there is very limited access to the highways between Chester and the Airport from the municipalities to the North. The best route for Bicycles may not be the same as that for motor vehicles. When this project is complete, there should be adequate Bike and Pedestrian facilities included on this bridge.

David Bennett,

21 Pennock Terrace
 Lansdowne, Pa. 19050
 (610) 626-1344 dster21@comcast.net

TIP Plan Comments

From: rcc_transportation@yahoogroups.com [mailto:rcc_transportation@yahoogroups.com] **On Behalf Of** JohnPawson Pawson
Sent: Wednesday, May 28, 2008 10:30 AM
To: Meconi, Jane; RCC
Subject: [rcc_transportation] Draft 2009 TIP, vol III

Item: F.48

2. Jenkintown station parking garage for 700 cars. Page 8 Of 41, MPHS #704:

This \$27.59-million project is an example of construction which could be partly or fully obviated by smart operational changes. This junction station has been given an unnecessarily high number of peak period stopping trains. This fact tends to attract passengers away from nearby stations Noble, Roslyn, North Hills, and Oreland which in aggregate have presently unused parking space or easily expanded surface-level new spaces for at least 100 automobiles. The Jenkintown parking garage is likely to attract even more passengers away from their home stations, adding more motor vehicle miles and further congesting streets in Jenkintown and Glenside.

Many years ago before SEPTA, several peak hour trains were deliberately scheduled to speed through Jenkintown station without stopping. They attracted passengers at their home stations. These trains were deleted, and some passengers shifted toward Jenkintown.

Item: F.49

RCC has long supported the consideration of "no build" alternatives for highway construction. Given high driving costs and limited funding today, the idea of searching for and considering no-build or "smaller-build" alternatives to large-scale transit projects, too, is a realistic way of balancing the limited total transit funding available.

Item: F.50

TIP Plan Comments

From: Hitchens, Bill [hitchens@taylorwiseman.com]
Sent: Monday, June 02, 2008 2:46 PM
To: TIP Plan Comments
Cc: Tetreault, Bernard T
Subject: 2009-2012 TIP Comments

Dear Sir or Madam:

I have briefly reviewed the draft 2009-2012 TIP for the five county Philadelphia region, and believe it reasonably addresses the needs of the Delaware Valley.

Although I noted numerous capacity improvement jobs (minor intersection improvements), I believe our investment in traffic signal operations is seriously underfunded. If you review Governor Rendell's Transportation Funding and Reform Commission report, it noted two major deficiencies in Pennsylvania: Bridges and Traffic Signal Operations. I believe it is time for PennDOT, DVRPC and involved municipalities to work together to review and update timing of traffic signals on major corridors such as Street Road in Bucks County, West Chester Pike in Delaware County, Market and Broad Streets in Philadelphia, and Route 100 in Chester County. Traffic signal timing should be reviewed on a regular basis, and the limits of proposed improvements should be strictly constrained to updating timing, with perhaps minor maintenance items addressed. PennDOT might be able to administer the engineering through an open-end contract. The point of the timing contracts would be to review traffic signal local timing, interconnect timing and clearance intervals. Increased efficiency of our arterials would have numerous public benefits, including reduced emissions and reduced fuel consumption. I submit this idea to DVRPC for its consideration.

Thank you for your work on behalf of mobility and transportation in the Delaware Valley.

Preston W. Hitchens
Transportation Division

Taylor Wiseman & Taylor

ENGINEERS | SURVEYORS | SCIENTISTS

602 Brandywine Parkway
West Chester, PA 19380

610 · 918 · 9200, extension 5204 | Fax 610 · 918 · 1111

Mobile: 609 · 969 · 8362

www.taylorwiseman.com

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6/5/2008



BOROUGH OF PARKESBURG

David W. P. Jones, Borough Council President

May 14 2008

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

**RE: FY 2009-FY 2012 Draft TIP
(Borough of Parkesburg, West Bridge Street, Project No. 14134 and
State Street Bridge, Project No. 14653)**

Dear Members:

I am Borough Council President, David Jones. The Borough of Parkesburg has recently learned that the State Street Bridge (Project No. 14653) and West Bridge Street (Project No. 14134) are listed in the draft Transportation Improvement Program ("TIP") presented for public comment, as bridges without any TIP program funding for years 2009 through 2012, but identified on the TIP for later fiscal year funding. West Bridge Street is structurally deficient with a sufficiency rating of 16, functionally obsolete, and currently closed. It is the third ranked Municipal Bridge project presented in Chester County Planning Commission's Transportation Improvement Inventory (July 2007). West Bridge Street was included in the FY 2007 TIP and design of the replacement is nearly complete. The Borough understands that these projects are fairly complex in that they involve Federal, State and local funding. The Borough also recognized that at least with respect to West Bridge Street, agreements need to be approved between Amtrak, PennDOT and others. Given the State's prioritization for repairing structurally deficient bridges, the Borough was surprised and concerned to learn that these important Borough projects have been removed from the current proposed three year TIP.

It is the Borough's position that it is ready to move on these projects and has the matching funds for the grants in hand. The Borough Engineer has been paid to develop plans for both bridge sites and these design plans are substantially completed. The Borough has received anecdotal comments to the effect that the Borough bridges may have been removed from the current TIP as a result of an alleged "stalemate" between PennDOT, Amtrak and the Borough regarding the standard Agreement provided by Amtrak to obtain necessary railroad services and use of railroad right of way. Although it is recognized that this so-called stalemate may merely be a reference to the fact that there are many moving pieces which need to be coordinated in order for the project to move

forward, the Borough does not believe that a "stalemate" exists and believes that any issues between PennDOT, Amtrak and the Borough can be resolved quickly and should not interfere with the timing of the construction in any way. First of all, it is believed that there is no need for any such agreement with respect to the State Street Bridge which has been fully removed (i.e. the bridge superstructure) and is only awaiting final work on the abutments, work which does not require any access to railroad property. With respect to the West Bridge Street project, it is recognized that cooperation with Amtrak (and Norfolk Southern) is required. However, the Borough has learned that PennDOT has recently reached an agreement with Amtrak and another borough which can serve as the template for the agreement to be reached with PennDOT, Amtrak and Parkesburg for this project. Thus, it appears that any such alleged stalemate can and will be resolved as soon as possible.

The Borough wishes the DELAWARE VALLEY REGIONAL PLANNING COMMISSION to understand the importance of this project to the Borough of Parkesburg, Chester County and the Philadelphia Region. Parkesburg is a small municipality of approximately 3000 residents divided north and south by the railroad. However, the Borough is of significant importance to the Octorara Area School District Chester County region. The Octorara Area School District encompasses eight municipalities, six in Chester County and two in Lancaster County. Among the six communities in Chester County just referenced (and in this entire region) Parkesburg is the largest municipality by population and also the central Borough. It is the true hub of the Octorara area, an area which includes not only a population of over twelve thousand people in the Octorara Chester County area (Parkesburg Borough, Atglen Borough, Highland Township, West Fallowfield Township, Londonderry Township, and West Sadsbury Township) but a much more significant population centered around Parkesburg as the hub. Parkesburg serves as the central focus of this region, providing a connection at its railroad station to both Philadelphia and the Lancaster/Harrisburg area. It is also noteworthy that Parkesburg is a designated urban center of the County as identified in the Chester County Planning Policy (landscapes), a policy focused on developing existing urban centers so as to preserve existing county open space and agricultural lands.

Originally, access between the north and south sides of the Borough consisted of the Route 10 Underpass, Culvert Street Underpass, State Street Bridge, East Bridge Street and West Bridge Street (moving from east to west). Over time, East and West Bridge Streets and State Street have been closed and State Street Bridge has been removed. Thus, the Borough has lost three important arteries connecting the north to the south. The closed and limited number of safe crossings of the railroad track restricts vehicular, bicycle, and pedestrian access to several key destinations in the Borough, including the Amtrak Train Station and commercial areas. This constrained access has impacts on public safety and redevelopment within this borough and the greater region as referenced previously.

The Borough Fire Chief has recently commented on the situation that will arise if there is a fire in the northwestern portion of the Borough. Because the fire station is located centrally in the 300 block of First Avenue to the south, and because the Culvert Street Underpass, which is in the center of town does not safely accommodate the Borough's ladder truck effectively, the ladder truck must drive east on First Avenue to Route 10 then north under the railroad tracks before taking a left and going west on Main Street to go the whole length of town to the western portion of the north side of town. There are recognized deficiencies in the intersection of Main Street and Route 10 such that this intersection currently warrants a traffic light that has not been installed. Thus, there is a serious likelihood of delay in providing fire service from the fire station to the western portion of the northern side of the Borough without West Bridge Street being rebuilt. This same concern exists in the event that a fire were to occur in West Sadsbury Township Chester County, just north and west of the Borough borders.

In addition to the safety issue, which can in no way be marginalized, there is also the fact that without access between north and south, the commercial functioning of the Borough has been compromised. It was shortly after West Bridge Street was officially closed that the shopping mall immediately adjacent to West Bridge Street (and located at the western border of the northern side of the Borough of Parkesburg) was closed. There were at this location a large, family-oriented grocery store, a beer distributorship, a district court, a hair salon, a pizza shop, a video store and other tenants in this mall. All of these business entities shut down almost immediately after the bridge was closed. Thus, this bridge is of critical importance to the financial well being of the Borough.

Currently, the Borough is looking at several proposed developments in the portion of the Borough that is not built-out. These developments are poised for construction in the very near future. It is anticipated that these projects will significantly increase the population of the Borough and the need for public services as well as the need for appropriate commerce related businesses. Thus, the West Bridge Street is important to accommodate this large influx of new residents anticipated in the near future. Also, the completion of the State Street Bridge work will provide for a reconfiguration of the road system in that area and will also work well to coordinate with the parking and transportation plans on both sides of town. Both bridge projects are critical to supporting and achieving several goals presented in the DELAWARE VALLEY REGIONAL PLANNING COMMISSION's Long Range Plan, including stabilization and revitalization of the region's older suburbs and railroad boroughs.

The Borough is providing this written comment to put into perspective for the DELAWARE VALLEY REGIONAL PLANNING COMMISSION the importance of these projects to the Borough and the region. The Borough will be carefully reviewing with its Engineer, Solicitor and other professionals the cost estimates for these projects and anticipates supplying specific requests to be consolidated with this request that these

projects be placed back on the TIP for the immediate term. The Borough respectfully requests an opportunity to complete these projects at the earliest possible opportunity and believes that it can accomplish this within the next three year period if these projects are placed back on the TIP.

Respectfully submitted,

David W. P. Jones, President
Borough Council



BOROUGH OF PARKESBURG

L. James Thomas, Borough Manager

ljthomas@parkesburg.org

June 2, 2008

*via facsimile (215-592-9125); regular mail; and
email (tip-plan-comments@dvrpc.org)*

Elizabeth Schoonmaker
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Fl.
Philadelphia Pa 19106-1520

**Re: FY 2009-FY2012 Draft PIP (Borough of Parkesburg,
West Bridge Street, Project No. 14134 and
State Street Bridge, Project No. 14653)**

Dear Ms. Schoonmaker:

I am the Borough Manager for the Borough of Parkesburg. In that capacity I attended the public hearing held by the DVRPC on May 14, 2008 and submitted a letter from Borough Council President David W.P. Jones addressing the Borough's recent knowledge that the above-referenced bridge projects had been removed from the TIP. As indicated in that letter (an additional copy of which is provided herein as an attachment to the email and is provided as a copy to the fax and regular mail), the Borough identifies that it has paid to develop plans for both bridge sites and these design plans are substantially completed. In the Borough's opinion, these are projects of regional importance that should be completed and the Borough is committed to completing them. For this purpose, I recently met the majority of the property owners to obtain the necessary temporary construction easements for these two projects. It is the Borough's belief that these meetings were well received and the Borough anticipates moving forward with full diligence to obtain the temporary construction easements in the near future.

In accordance with the original statement made in the May 14, 2008, the Borough identified that it would supply cost estimates for these projects to be consolidated with the initial requests as set forth by Borough President David Jones in his May 14, 2008 communication. I supply these cost estimates which establish a cost estimate of \$1.311 million dollars for the completion of the abutment removal for State Street Bridge and a cost of \$6.570 million dollars for the replacement of West Bridge Street.

The Borough's consulting engineer has identified that the State Street Bridge, Project No. 14653, is very close to completion. The superstructure for the bridge was removed some time ago and the Borough is now in the process of removing the abutments and bringing the road down to grade level. This will substantially improve the Borough and provide for improved traffic control, parking and access. For instance, it is believed that once these changes are made, the Borough will be able to install a recycling bailer to coordinate with its recycling program. The Borough cannot currently place a recycling bailer in the recycling area due to access issues. The improved circulation will benefit the entire Borough and connect streets which currently are not being used and provide access to parking areas.

With respect to State Street Bridge, the Design Field View Approval was granted on January 5, 1998. The Categorical Exclusion was completed on October 6, 1998. The Categorical Exclusion Re-evaluations were completed on October 18, 2001 and again on May 23, 2007. Erosion & Sediment Control Approval was received on January 25, 2006. The Safety Review Approval was received on September 18, 2007. This project is subject to a February 19, 2008 PUC Order requiring the Borough to complete this project by December of 2012. Traffic Control is pending with comments received on October 10, 2007. Signing and Pavement Markings were subject to comments of October 10, 2007 as well. Right-of-way Clearance and Utility Clearance are pending. This is a project that does not require any access to Amtrak. Temporary Construction Easements, as noted, are being sought from the four property owners in the immediate area. I have had face-to-face meetings with three of the property owners and I am going to make arrangements to contact the fourth property owner. It is believed that these meetings have been favorably received by the property owners.

With respect to the West Bridge Street, Project No. 14134, I have met with five of the seven affected property owners to discuss obtaining necessary temporary construction easements and believe that these meetings have also been favorably received. The Borough Solicitor is working with Amtrak and PennDOT attorneys to obtain necessary agreements relative to Amtrak and also with respect to Norfolk Southern. In 1997 the Environmental and Engineering Scoping Field View was held. In 1998 the Scoping Field View was approved. In 1999, the Foundation Report was approved. In 1999 the TS&L was approved. In November of 2004 the Categorical Exclusion Evaluation was approved. In 2005 the Detour Plan was approved. In 2005 the E&S was approved as well as the Right-of-Way Plan and the Safety Review. In 2006 the Revised Foundation Report was approved and in 2007 the Structure Plan was approved. Currently the project is scheduled for Letting of the contract and completion of the project by August 2010.

In sum, it is believed that these projects are very close to completion. With the Borough's full focus and support, these projects can be completed if placed on the TIP for the 2009 - 2012 TIP cycle. The Borough is anxious to bring these projects to completion, projects which are vital not only to the Borough, but also to the entire region. The Borough is a divided town, (with associated safety and financial problems caused by such a division). Replacement of West Bridge Street will connect the western portion of town, north to south. In addition, because the Borough of Parkesburg is an important regional center which provides access to the Amtrak train system, approval of these projects will benefit an urban center consistent with regional planning guidelines.

Thank you for your attention and consideration to this plea.

Respectfully submitted,

Lester James Thomas, Borough Manager

LJT/wak
wnclosures

cc: The Honorable Joseph R. Pitts
Senator Dominic Pileggi
The Honorable Arthur Hershey
Carole Aichele, Chairman, Chester County Commissioners
Natasha Goguts, Chester County Planning Commission
Sydney A. New, Local Bridge Program Manager, PennDOT District 6
Donald Blau, Consultant Project Manager, PennDOT District 6
Jeff Hunt, PE, Hunt Engineering
Members of Borough Council

Chester	GANNETT/TSS
MPMS# 14134	West Bridge Street Bridge (Bridge #204)
AQ Code: S19	Over Amtrak Bridge Replacement
	The existing two lane bridge with sidewalks on both sides is currently closed to traffic. It will be replaced with a two lane bridge with minimal shoulders and sidewalks on both sides. The bicycle and pedestrian checklists have been incorporated into the project.
	Parkesburg Boro.

TIP Program Years (\$000)

Phase	Fund	2009	2010	2011	2012	LATER FYs
UTL	BRIDGE	1,600	0	0	0	0
UTL	B-STATE	300	0	0	0	0
UTL	LOCAL	100	0	0	0	0
ROW	BRIDGE	72	0	0	0	0
ROW	B-STATE	13.5	0	0	0	0
ROW	LOCAL	4.5	0	0	0	0
CON	BRIDGE	0	3,584	0	0	0
CON	B-STATE	0	672	0	0	0
CON	LOCAL	0	224	0	0	0
Fiscal Year Total		2,090	4,480	0	0	0
Total FY 09-12 Cost					6,570	0

Chester	
MPMS# 14653	State Street Bridge
Not SOV Capacity	Over Amtrak Bridge Removal
	Remove the dilapidated vehicular bridge piers. Bridge has been removed and closed to traffic since the 1970-s. Extension of Public Utilities Commission requires removal before 12/31/12.
	Parkesburg Boro.

TIP Program Years (\$000)

Phase	Fund	2009	2010	2011	2012	LATER FYs
CON	STU	1,311	0	0	0	0
CON	B-STATE	197	0	0	0	0
CON	LOCAL	65	0	0	0	0
Fiscal Year Total		1,311	0	0	0	0
Total FY 09-12 Cost					1,311	0

Item: F.53

TIP Plan Comments

From: Mandie Cantlin [MCantlin@EastBradford.org]
Sent: Monday, May 19, 2008 3:34 PM
To: TIP Plan Comments
Cc: Mandie Cantlin; 'West Bradford Township'
Subject: Chester County TIP Project # 71193

Good afternoon –

East Bradford Township reviewed the FY2009 - FY2012 Draft Transportation Improvement Program (TIP) and noticed one inaccuracy:

Project 71193, the East Branch Brandywine Trail project, is located between HARMONY HILL Road and Bradford Avenue in WEST BRADFORD TWP. The map shows the linkage between CREEK Road and Bradford Avenue in WEST CHESTER BOROUGH. Please make this correction.

Let me know if you need more detailed maps of the project area.

Thank you.

Mandie Cantlin, Assistant Manager
East Bradford Township
666 Copeland School Road
West Chester, PA 19380
Phone (610) 436-5108
Fax (610) 436-8652
mcantlin@eastbradford.org

Neither the sender's contact information, the sender's typewritten name, nor anything else in this message is intended as an electronic signature for any purpose. The information contained in this message may be privileged and confidential and protected from disclosure. It is intended only for the use of the person(s) named above. The sender and intended recipient(s) reserve all rights pertaining to privilege and confidentiality. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all record of the transmission in question.

6/5/2008



LIMERICK TOWNSHIP

646 WEST RIDGE PIKE
LIMERICK, PENNSYLVANIA 19468

ADMINISTRATION OFFICES

(610) 495-6432
FAX (610) 495-0353
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POLICE DEPARTMENT

(610) 495-7909
FAX (610) 495-5702

May 28, 2008

TIP Plan Comments

Attention: Ms. Elizabeth Schoonmaker

Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, Pennsylvania 19106-1520

Re: FY 2009 Draft Transportation Improvement Program (TIP) for PA

Dear Ms. Schoonmaker,

Limerick Township is submitting this request to DVRPC that the Linfield Trappe Road Culvert Replacement Project (MPMS# 16699), currently programmed on the 2007 – 2010 TIP for the utility and right-of-way phases, receive construction funds in fiscal years 2009 – 2012 of the 2009 TIP. The FY 2009 Draft TIP contains construction funds in FY 2011. The Township respectfully requests that the construction funding be programmed in FY 2010.

It is our understanding from PennDOT that final design and construction plans for the two (2) culverts that are included in this project are near completion, and the project could be ready to let in the near future. The Village of Linfield is designated as a growth area in the County Comprehensive Plan, and the adjacent riverfront is identified as an underutilized industrial area. The replacement of these culverts is critical to the County's and Township's goals for the revitalization of Linfield and development of the riverfront. If adequate access is not available to these areas, our goals will be difficult to achieve. The Township is eager to begin redevelopment efforts in the Linfield area.

Your consideration of this request is greatly appreciated.

Sincerely,

Daniel K. Kerr, Township Manager

cc: Limerick Township Board of Supervisors
Congressman James Gerlach
Senator John C. Rafferty, Jr.
Representative Thomas J. Quigley
Leo Bagley, Montgomery County Planning Commission
Greater Valley Forge TMA

LONDON GROVE TOWNSHIP

May 30, 2008

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

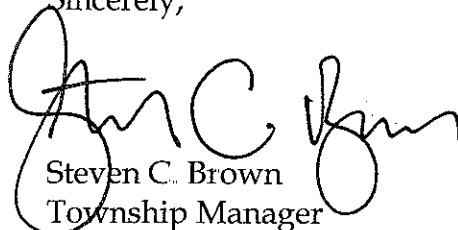
To Whom It May Concern:

London Grove Township is pleased that the intersection improvement for PA Route 41 and Old Baltimore Pike (MPMS #14613) is in the draft Fiscal Year 2009-2012 IIP. The five members of the Board of Supervisors are in unanimous support of a number of things related to this project. The Supervisors unanimously support:

- A modern roundabout at this intersection
- Expediting the project including design of the roundabout
- Township commitments to sound land use and transportation planning in the area of the project intersection

The Board urges PennDOT to expedite the design of the roundabout to match the Township's current planning efforts for the London Grove Center. The planning efforts that are underway are the preparation of an urban design plan and implementation of an access management ordinance. Thank you for considering these comments.

Sincerely,

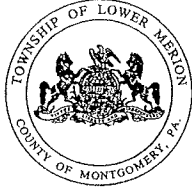


Steven C. Brown
Township Manager

5 30.08DVRPC.ltr RE Route41-OBaltPike

**TOWNSHIP
OF
LOWER MERION**

MONTGOMERY COUNTY



TOWNSHIP ENGINEER

75 E. Lancaster Ave.
Ardmore, Pa. 19003-2376
Telephone: (610) 649-4000
TDD: (610) 645-6277

May 14, 2008

LOWM 0800-157.10

**SUPPLEMENTAL PUBLIC HEARING TESTIMONY FOR THE
2009-2012 TWELVE YEAR TRANSPORTATION PROGRAM
LOWER MERION TOWNSHIP, MONTGOMERY COUNTY**

Good afternoon, I am Bruce Reed, President of the Board of Commissioners of Lower Merion Township, Montgomery County. Lower Merion Township is a community of 60,000 residents and assorted businesses located northwest of the City of Philadelphia. The Township occupies a land area of 24 square miles with over 250 miles of public roads of which 84% are Township Roads. In addition, the Township is traversed by four (4) major rail lines. Included in this major transportation network are many of the Delaware Valley's most critical and heavily traveled transportation arteries including:

- Schuylkill Expressway (I-76)
- Mid-County Expressway (Blue Route, I-476)
- City Avenue (US Route 1)
- Lancaster Avenue (U.S. Route 30)
- Montgomery Avenue
- Conshohocken State Road (State Route 23)
- Haverford Avenue (State Route 3044)
- Belmont Avenue (State Route 3045)
- Spring Mill Road (State Route 320)
- AMTRAK's New York to Chicago Main Line
- SEPTA's Ivy Ridge Line and Paoli Commuter Rail Lines
- SEPTA's Philadelphia and Western Line – Red Arrow
- Norfolk Southern Railroad (formerly Conrail's Main Line)

Although certainly beneficial to the Township's residents, this extensive transportation network, in particular the major north/south and east/west arteries, provides significant benefit to the entire region. The costs to Township residents, however, extend far beyond the obvious financial burden and include the detrimental effects of air and noise pollution, increased stormwater runoff, traffic congestion and the associated police burden. Without the continued financial support of the state and federal governments in maintaining and upgrading the roads, bridges and mass transit facilities that are integral to this transportation network, the residents of Lower Merion Township will be subject to a disproportionate share of this burden. Given the present demands on tax revenues at all levels of government, any increase in burden at the Township level will most certainly be difficult to fund out of local taxes and may result in a deterioration of current conditions.

I am here today as an official, elected by the public, to oversee the responsible implementation of measures to maintain and improve the quality of life for Township residents, and as a supporter of similar improvements in adjacent municipalities throughout the region. In short, we, like many of the region's municipalities understand that:

1. The structurally deficient bridges within the Commonwealth must be addressed;
2. The TIP is being financially constrained;
3. SEPTA continues to be a critical service that must be funded;

However, even with this understanding, the fact remains that there must be a balance with regard to providing adequate infrastructure for all users, and that past deferrals in the proper handling of bridge maintenance and rehabilitation should not now affect the safety, congestion reduction, economic development, and quality of life improvement that are the purpose of many of the projects on the TIP, which are now proposed to be deferred or eliminated. Many local municipalities, Lower Merion Township in particular, have expended substantial funds to plan and design these projects in good faith, expecting the state and federal funding support that was previously committed. We would also point out that we have completely fulfilled our obligations on previous TIP projects to bring improvements to fruition for the public in the recent past, including:

- Church Road Bridge Replacement;
- Merion Avenue Bridge Replacement;
- Township wide Wayfinding Signage Program;
- Montgomery Avenue Traffic Signal System.

We realize that this process is a difficult one, as it requires the distribution of limited resources to address seemingly limitless needs, but rather than just defer or eliminate projects as proposed in the current draft 2009-2012 TIP, we urge the Committee to seek innovative funding mechanisms now, as the projects that are deferred will only become more expensive.

We are especially concerned about the funding of two important projects which provide much needed safety and mobility improvements, and which will also enhance economic development opportunities—the Rock Hill Road/Belmont Avenue Improvement project, and the Ardmore Transit Center. The Rock Hill Road/Belmont Avenue project provides necessary improvements along a commercially developed corridor that also serves as the primary alternate route to the Schuylkill Expressway (I-76) for the region. Preliminary Engineering for the project, funded entirely by Lower Merion Township, has been substantially completed, and the Township has already acquired a critical portion of the right-of-way for the project in advance of a pending land development, thereby minimizing the expense of this facet of the project. The Ardmore Transit Center addresses parking and mass transit deficiencies in Ardmore, the municipal seat of Lower Merion Township and the location of the Township's primary SEPTA/Amtrak commuter rail station. The Township is appreciative that the Rock Hill Road/Belmont Avenue Improvement project is included on the current Transportation Improvement Plan (TIP). However, the project is not currently funded in the first 4 years. The Ardmore Transit Project is not included on the current draft TIP. Both projects are critical to maintaining the adequacy of the Township's transportation network and would address acute and long-standing mobility issues. These projects would also contribute to stimulating economic revitalization.

In addition, there are two existing structurally-deficient bridge replacement projects currently under design (Union Avenue over SEPTA and Pennswood Road over Amtrak) that are critical elements in the

Township's road network and of special concern. Since the demise of the Penn Central Railroad in 1970, the financial responsibility for many infrastructure components has fallen to the taxpayer. The replacement of these bridges have higher than normal costs because of special railroad insurance and construction requirements, railway electrification modifications, restrictive working conditions, and right-of-way acquisition. Steady progress has been made on the design of these bridges, and your continued support of these projects as they progress toward construction is critical to avoid traffic limitations and/or closure of the bridges.

We request that the Commission reconsider their support for the following projects, and include them on the final 2009-2012 TIP with funding allocated in the first 4 years:

Item: F.56

• Rock Hill Road/Belmont Avenue Corridor Improvements – Existing Project

This project addresses existing traffic congestion resulting from high volume, restrictive geography, and the presence of an existing narrow Norfolk Southern (NS) Railroad overpass that negatively affects the safety and efficiency of traffic flow and restricts the potential for economic revitalization through redevelopment. This heavily traveled corridor serves as a major east-west route from the Schuylkill Expressway (I-76), the Manayunk section of Philadelphia and the Township. Additionally, Rock Hill Road and Belmont Avenue serve as a primary alternate diversion route for the region during incidents on the Schuylkill Expressway, and, as such, experience even further operational deficiencies during these conditions. This project will provide the improvements necessary to resolve current infrastructure deficiencies for several roadway segments and intersections in the project area that are classified as Level of Service "D" or worse, some of which are currently operating at level of Service "F". This project includes the design and construction of roadway, traffic signal, stormwater, landscape, and pedestrian and bicycle circulation improvements in the Rock Hill Road/Belmont Avenue corridor and two (2) new bridges over Belmont Avenue. It will also provide necessary operational improvements to the current system to facilitate and support future commercial development and economic revitalization in this corridor. The project is currently on the PENNDOT Transportation Improvement Plan (TIP), listed as MPMS# 64795.

The Township has demonstrated a substantial funding commitment to the completion of the project by creating a Transportation Service Area for the corridor via the Act 209 Transportation Impact Fee process; funding 100% of the project's design costs (\$1,700,000); funding appraisals for the property acquisitions required for the project; and pro-actively purchasing a critical portion of the project's required Right-of-Way (the corner property at Rock Hill Road & Belmont Avenue, at a cost of \$1.6 million). The Township pre-emptively acquired this parcel, which was planned to be developed, in order to facilitate the project at the most advantageous and minimum cost, avoiding an increased acquisition cost later in the process once the site was developed. The Township has substantially completed the Preliminary Engineering phase of design of these improvements, and has been actively coordinating with PENNDOT and Norfolk Southern regarding project details for the past four (4) years.

As part of Preliminary Engineering, required Right-of-Way areas have been defined, and preliminary cost estimates for the acquisition of the parcels necessary for the project are in excess of \$5,000,000. The current funding sources for design and Right-of-Way acquisition are 100% local. Construction is currently funded at an 80% Federal, 20% State participation level. Because of the significant increase in Right-of-Way costs, and the fact that the project's improvements will provide benefits to not only the Township, but will provide regional benefits

to the thousands of commuters who travel the corridor on a daily basis, the Township previously requested participation from PENNDOT for the remaining portion of the Right-of-Way funding, up to an 80% maximum share. This request was approved in December 2007 pending agreement from Montgomery County. It appears from the draft TIP that the County was not supportive of this right-of-way funding, as it is still shown as 100% local. While the Township is appreciative that the most recent construction cost estimates have been recognized in the TIP, we again request that State/Federal sources fund \$3,500,000 of the total \$5,000,000 Right-of-Way phase in the first four (4) years of the program and that the anticipated construction funding of \$13,000,000 also be included in the first 4 years of the TIP.

Item: F.57

- Pennswood Road Bridge over AMTRAK's Main Line – Existing Project

This approximately 70-year old structurally deficient bridge carries 3,500 vehicles per day across Amtrak's main line in the Haverford area of the Township. It serves as a link between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials in the Haverford/Bryn Mawr area. The design phase of this project is underway with construction contract letting anticipated in 2009. The funding source for design is 80% state and 20% local, and 80% federal, 15% state, and 5% local for Right-of-Way and construction. The Township requests funding for the construction of the project in the amount of \$6,400,000 be allocated in the first four (4) years of the TIP, in order to maintain the project schedule. The Township has budgeted its proportional share in its Capital Improvement Program. The project is currently on the TIP, listed as MPMS# 16216.

Item: F.58

- Union Avenue Bridge over SEPTA's Ivy Ridge Line – Existing Project

This approximately 85-year old structurally deficient bridge has deteriorated to the point where a weight restriction of 5 tons is required. Union Avenue is located near and parallel to the heavily congested City Avenue (U.S. Route 1) corridor. It is often used as an alternate route at peak rush hours. The final design phase of this project is nearing completion with construction contract letting anticipated in 2008. Construction of this project is funded in the second and third years of the draft TIP, but only at a level of \$4,360,000, substantially below the previously requested amount of \$6,000,000, which is the current estimated cost for the construction of the project. The Township requests full construction funding of \$6,000,000 for this project be included on the first four (4) years of the TIP, at a contribution level of 80% federal, 15% state, and 5% local. The Township has budgeted its proportional share in its Capital Improvement Program. The project is currently on the TIP, listed as MPMS# 16248.

Item: F.59

- Ardmore Transit Center – Proposed Project

Significant parking and mass transit facility deficiencies have been identified in Ardmore, the municipal seat of Lower Merion Township. These deficiencies include the need for parking and new facilities for the SEPTA/Amtrak train station, commuter parking, the municipal complex and the business district. In 2002, the Township received a grant from The Delaware Valley Regional Planning Commission (DVRPC) to undertake master planning for the development of an Ardmore Transit Center. Since that time, the Township and Montgomery County have approved the Ardmore Redevelopment Area Plan that includes the revitalization of the train station area, commuter parking lots and pedestrian and bus linkages.

In 2005, the Township received notification that funding of \$518,880 for improvements to the Anderson Avenue underpass was approved in the State's Home Town/Safe Streets budget. The Township also received a matching grant of \$100,000 from the Montgomery County Community Revitalization Program for this project. Preliminary design work is underway with the consultant team, Amtrak, SEPTA, DVRPC and PENNDOT. The Township has also received a \$300,000 grant from the County Revitalization program to proceed with improvements to the Lancaster Avenue and Ardmore Avenue intersection. These two related improvements were proposed in the Ardmore Transit Center Master Plan.

The Township has been successful in its efforts to secure federal and state funding for a number of the proposed transportation projects. In December of 2004, SEPTA and the Township received notification of a \$5,800,000 appropriation in the Federal Transportation Administration budget in the Omnibus Appropriation Bill for the transit improvements. The Ardmore Transit Center will be a mixed-use inter-modal transit facility incorporating a new train station, platforms, pedestrian connections with bus routes, parking garage, mixed-use facilities (retail, commercial, residential, etc.) and associated public infrastructure improvements. The Center will have the added benefit of stimulating economic revitalization in the Ardmore Business District and improving the existing pedestrian, traffic, parking, and environmental conditions in Lower Merion.

Now in Phase IV, funding for Phase I was provided from a Transportation and Community Development Initiative (TCDI) grant provided by the DVRPC, Community Development Block Grant and matching local funds provided by the Township of Lower Merion. The Township executed a funding agreement with SEPTA in May of 2006 for \$426,000, of which approximately half has been spent on pre-engineering design and environmental clearance work, which is almost complete. In June 2006, the funding agreement was extended by the Township and SEPTA to July 2009 in order to complete the remaining design work. The Township has worked with local legislators to extend the \$5,800,000 appropriation to September 30, 2008.

Preliminary engineering for the train station facility, pedestrian connections, and track and high-level platform improvements are underway with Amtrak and SEPTA. The federally required Environmental Assessment including Section 106 and Section 4(f) reviews are near completion. The Township issued a Request for Proposal for development plan for the revitalization of the Ardmore Business District (which includes the Ardmore Transit Center) in June, 2007. Final selection of a development proposal was completed earlier this year, with selection for the Final Design engineering consultant scheduled for later this year. Currently, this project is not shown at all on the draft 2009-2012 TIP, and the Township requests the reinstatement of the project and that the TIP include funding of \$3,240,000 for final engineering, planning and design and \$28,000,000 for construction, at a funding source of 80% federal, 15% state and 5% local. The Township has budgeted its proportional share in its Capital Improvement Program and is working in partnership with both SEPTA and Amtrak.

The Ardmore Transit Center project is consistent with the Pennsylvania Transportation Policy Plan since it meets the goal for enhanced inter-modal connections between inner-city and regional rail lines. The project will significantly encourage the use of mass transit, thus reducing congestion on local, regional and interstate roadways and further supporting and expanding improved transit accessibility for commuters. Since the Ardmore station is the only Amtrak stop in Montgomery County, it will encourage the use of rail for both inter-state and intra-state passenger transportation. This will be a significant enhancement for riders regularly using the

Northeast Corridor Amtrak system. The improvement of public transit infrastructure will contribute to increased economic development and meet State urban revitalization goals. A discreetly functional complex of pedestrian, mass transit, parking, shopping, retail, services and businesses, the Ardmore Redevelopment Area Plan and the Ardmore Transit Center project will enhance the community and establish growth in an organized and desirable approach significantly contributing to the revitalization of the commercial center of this major first tier suburb, thus reducing pressure for suburban sprawl in the outlying areas.

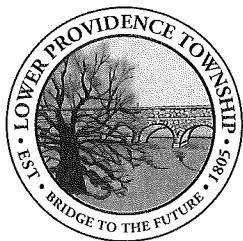
Item: F.60

- Conshohocken State Road/Mill Creek Road Reconstruction – Proposed Project

This project consists of the repair and reconstruction of Conshohocken State Road, (Pa. Route 23) from Mill Creek Road to Hollow Road and of Mill Creek Road south of Conshohocken State Road to River Road. Conshohocken State Road is a key alternate route and feeder to the Schuylkill Expressway (I-76) which is heavily used when severe congestion occurs on the Expressway. Mill Creek Road feeds Conshohocken State Road and serves as a connection to River Road another alternative to the Expressway, although limited to automobile traffic due to overhead clearance restrictions. Both roadways are exhibiting signs of severe distress requiring major repairs and/or reconstruction to prevent further deterioration including possible embankment failure that would severely limit or prevent their continued use. A preliminary engineering analysis identified signs of pavement and subgrade failure, pavement sliding and dipping, roadway embankment failure, retaining wall movement and inadequate drainage facilities. Design can be completed in early 2009. The Township again requests that the TIP include funding of \$150,000 for design and \$750,000 for construction of this project, at a funding source of 100% Local for design and 100% State and Federal for construction in the first four (4) years of the draft TIP. The Township has budgeted its proportional share in its Capital Improvement Program.

All of the aforementioned projects provide significant benefits that transcend the boundaries of Lower Merion Township. Furthermore, the Township's projects meet a number of identified criteria for funding, including repair of structurally deficient bridges (Union Avenue and Pennswood Road); regional congestion reduction and safety improvement measures (Rock Hill Road/Belmont Avenue); economic development and community revitalization (Rock Hill Road/Belmont Avenue and Ardmore Transit Center); and increased transit utilization (Ardmore Transit Center). Additionally, several of these projects were identified on previous TIPs, and the Township has more than fulfilled their part of the locally-sponsored transportation funding process by fully funding design and partial right-of-way costs, and has successfully advanced the project designs independent of PennDOT oversight. In the case of Rock Hill Road and Belmont Avenue project, I would like to point to the fact that the Township has already committed almost \$3 million of our own funds to the project before a single dollar of state or federal funds have been committed to the project as proof of our dedication to the completion of TIP projects for the benefit of the region.

The Township has in the past and will continue to actively support the Twelve Year Program and its goals to improve safety, enhance mobility and the movement of goods, and the preservation of the transportation system by providing worthy candidates that provide regional as well as local benefits, and by providing the local required funding. The financial support of the Delaware Valley Regional Transportation Commission is essential to the success of the above initiatives. Therefore, we respectfully request your continued support.



LOWER PROVIDENCE TOWNSHIP

100 Parklane Drive • Eagleville, PA 19403 • www.lowerprovidence.org

Administration: 610-539-8020 • Fax: 610-539-6347

Police: 610-539-5900 • Fax: 610-630-2219



May 29, 2008

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Public Hearing Testimony for the 2009-2012 Transportation Improvement Program
Support for Route 422 Corridor Projects
Lower Providence Township
Montgomery and Chester Counties, PA

On behalf of Lower Providence Township, Montgomery County, I am pleased to present written testimony to the Delaware Valley Regional Planning Commission to support inclusion of several critical Route 422 Corridor projects in DVRPC's FY 2009-2012 TIP. From DVRPC's draft TIP for public comment, dated April 29, 2008, these projects are as follows:

Item: F.61

- **MPMS# 16489: Old Betzwood Bridge** - This project provides for the replacement of the Old Betzwood Bridge over the Schuylkill River, connecting West Norriton and Upper Merion Townships. This bridge replacement will consist of four lanes with shoulders plus a bicycle/pedestrian path separated from the roadway by barriers (MPMS# 16703). The draft 2009-2012 TIP includes utility and construction funding for FY 2009 and FY 2010.

Lower Providence Township strongly supports this project, and its schedule and funding on DVRPC's draft 2009-2012 TIP.

Item: F.62

- **MPMS# 16490: PA 23 at Old Betzwood Bridge** - This project provides the necessary Southside roadway approach and intersection improvements at PA Route 23 associated with the Betzwood Bridge replacement project (MPMS# 16489), which will reconnect Trooper Road (PA Route 363) to PA Route 23. These improvements, in Upper Merion Township, include a new traffic signal and left-turn lane at PA Route 23 and Trooper Road and an upgraded traffic signal and new left-turn lane at PA Route 23 and Outer Line Drive, both of which are located within Valley Forge National Historical Park. The draft TIP includes construction funding for FY 2010 and FY 2011.

Lower Providence Township strongly supports this project, and its schedule and funding on DVRPC's draft 2009-2012 TIP.

Item: F.63

- **MPMS #16669: PA 363, Trooper Road** - The project, in Lower Providence and West Norriton Townships, provides the necessary north side Trooper Road improvements associated with the Betzwood Bridge replacement project (MPMS# 16489). The Trooper Road improvements will re-establish two-way traffic on Trooper Road at the US Route 422 westbound off-ramp. The improvements will increase capacity and safety, and include a new traffic signal, signs, pavement markings, and minor barrier reconstruction/removal.

Projects MPMS# 16489, MPMS# 16490, and this project, MPMS# 16669, are integral to restoration of the Betzwood Bridge reconnection of PA Route 363/Trooper Road, between the PA Route 363/US Route 422 interchange to the north and PA Route 23 to the south. As the draft TIP includes MPMS# 16669 construction funded for FY 2011, the Township strongly supports this project and its schedule and funding, in conjunction with projects MPMS# 16489 and MPMS# 16490.

Item: F.64

- **MPMS# 16703: Old Betzwood Bridge Bike/Pedestrian Trail** - This bike/pedestrian project is being implemented in conjunction with the Old Betzwood Bridge Replacement Project (MPMS# 16489). This bike/pedestrian project will connect the Montgomery County Schuylkill Trail, north of the Schuylkill River, to the Valley Forge National Historical Park, south of the Schuylkill River. It is part of the Montgomery County Planning Commission's recommended trail plan.

This project's construction, on DVRPC's draft TIP, corresponds with the Betzwood Bridge Replacement Construction, funded for FY 2009. Lower Providence Township strongly supports this project and its schedule and funding on DVRPC's draft 2009-2012 TIP.

Item: F.65

- **MPMS# 64796: US 422/PA 363 Interchange** - The project, in Lower Providence and West Norriton Townships, consists of several individual components that will result in provision of a full-movement interchange at US 422/PA 363, where today only a partial interchange (southbound on-ramp and northbound off-ramp) exists. These include improvements to the US 422/PA Route 23 interchange and North Gulph Road and widening, with bridge replacement and new bridge construction, of US 422 from the PA Route 363 interchange, south to the US Route 202 interchange.

The draft DVRPC TIP has programmed funding for construction of the entire US 422/PA 363 Interchange Project (MPMS# 64796) for later FYs, beyond FY 2012. While Lower Providence Township strongly supports the entire MPMS# 64796 project, it requests that DVRPC advance, as a top priority, the proposed new westbound US 422 on-ramp from PA Route 363/Trooper Road and the proposed new westbound US Route 422 Audubon off-ramp, for the reasons outlined below.

Importance of US 422 Westbound Ramps to the Township and Region

As you are aware, considerable study and interagency, community and economic development support have been established for MPMS# 64796, the US 422/PA 363 Interchange Project, an element of the "River Crossing Complex" projects. This support culminated in an Interagency Programmatic Agreement in 2002 for the US 422 Corridor Improvements, including the Betzwood Bridge replacement, modernization and reconstruction of the PA Route 23 and PA Route 363 interchanges, and mainline widening of US 422 itself. All of the major stakeholders, including PennDOT, the Federal Highway Administration, the National Park Service, PA Department of Environmental Protection, the PA Historical and Museum Commission, DVRPC, Montgomery and Chester Counties, the five adjacent townships, and federal and state elected officials, have committed and partnered to bringing these sorely needed corridor improvements to fruition. Additionally, federal earmark funding of approximately \$25 million was secured by U.S. Sen. Rick Santorum and U.S. Rep. Curt Weldon for the River Crossing Complex projects. To date, approximately \$13 million has already been applied to advance portions of the project.

Presently, several of the individual projects have been, or are in the process of being, fully engineered for construction. Primary among these is the Old Betzwood Bridge Replacement, including its related PA Route 23 and PA Route 363 (Trooper Road) approaches to the south and north respectively, and the

addition of a pedestrian/bike trail on the new Betzwood Bridge itself. Funding for construction of these individual projects is included on DVRPC's draft FY 2009-2012 TIP and supported by Lower Providence Township. The larger funding and scheduling for the complex US 422 interchange (ramp) improvements at PA Route 23 and PA Route 363, as well as the mainline improvements, are proposed to be deferred to after FY 2012 in DVRPC's published draft TIP. As a whole, the complexity of these interchange and mainline projects, in terms of funding, time schedule, regulatory approvals, right-of-way acquisition, and construction, justifies a schedule that extends beyond the present FY 2009 -2012 TIP.

However, it is Lower Providence Township's desire and preference that several individual project components be advanced earlier than 2013 and beyond. Specifically, the proposed US 422 new westbound ramp from PA Route 363 and westbound off-ramp at Audubon Road satisfies the three mentioned TIP criteria of transportation need, project scale, and constructability. We respectfully request that the Commission reconsider its support, prioritization, and packaging of these ramps, breaking them apart from the larger interchange project and including them in the final 2009-2012 TIP with the necessary funding allocated in the first four years in order for advancement.

- **Transportation Need:** Several recent studies, beginning with the "Projects in the River Crossing Complex" study prepared by Boles, Smyth Associates, Inc. for PennDOT (August 2006), established the need for a full-movements interchange at PA Route 363/Trooper Road, as well as an Audubon Road off-ramp to aid in acceptable interchange operations and to provide needed local and regional connectivity. PennDOT and other key agency representatives fully supported the design at the August 2006 VE/ACTT session for the River Crossing Complex projects, and the ramps above were recommended for early action implementation. The proposed new westbound on- and off-ramps address three-fifths of the necessary movements to improve this interchange's transportation functioning. A separate study, prepared by McMahan Associates Inc. on behalf of and funded by the Township, further justifies the need for, and design of, these ramps. The current need will only be increased with new economic development in the adjacent business park and with the nearby American Revolution Center (ARC) project.
- **Scale:** These proposed westbound on- and off-ramps are largely at-grade, with the only proposed bridge crossing being the new westbound on-ramp over the new westbound off-ramp. All the complexities of reconstruction of the existing PA Route 363 interchange can be largely avoided, including the costs and staging of the several new bridge structures, including the major structure over the US 422 mainline, and the related demands of maintenance and protection of traffic during construction.
- **Constructability:** The construction of the new Audubon Road westbound off-ramp and a new US 422 westbound on-ramp from Trooper Road will occur along an approximate 6000-foot corridor in Lower Providence Township on the east side of US 422. The majority of the construction will occur outside the existing US 422 right-of-way or mainline area, which should cause minimal disruptions to PA Route 363 and US 422 traffic during construction.

While the Township has not established a separate construction and right-of-way cost for these two westbound ramps, the total project cost should be less than \$10 million of the estimated \$145 million contained in DVRPC's draft TIP. As an approximate balance of \$12 million remains from the original \$25 million federal earmark, Lower Providence Township requests that this remainder be applied to these westbound ramp improvements, which if approved by DVRPC and PennDOT, could assist in funding and expediting these ramp improvements in DVRPC's FY 2009-2012 TIP.

Lower Providence Township Testimony
2009 – 2012 TIP
May 29, 2008

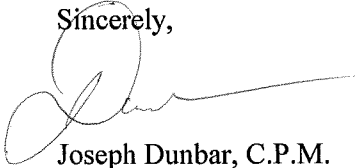
Item: F.66

PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS# 66952)

For the similar reasons of transportation need, scale, and constructability, Lower Providence Township recommends, as a second priority to the westbound PA Route 363 ramp improvements, the relocation of North Gulph Road at PA Route 23 in Upper Merion Township, west of US 422. These at-grade improvements occur outside the mainline and interchange areas of US 422 and will provide new “gateway” opportunities for the Valley Forge National Historical Park. Most importantly, from the traffic operations perspective, they will complete the improved parallel connection to US 422 between PA Route 363 and the US 202/US 422/I-76 interchange needed to maintain area traffic during construction of the US 422 mainline and interchange improvements.

Thank you for your consideration of Lower Providence Township’s testimony. The projects listed are not only important to Lower Providence Township, but are vital for the region as well, and DVRPC and PennDOT have the Township’s full commitment to making them a reality. The financial support and prioritization of the Commission for these transportation projects is essential and we respectfully request your continued support.

Sincerely,



Joseph Dunbar, C.P.M.
Township Manager

Cc: Lower Providence Township Board of Supervisors
Sen. John Rafferty
Rep. Carole Rubley
Rep. Mike Vereb
P. Quinn, GVFTMA
L. Bagley, Montgomery County Planning Commission
M. Caldwell, Valley Forge National Historical Park
K. Madden, West Norriton Township
R. Wagenmann, Upper Merion Township
C. Moore, McMahon Associates



NEWTOWN TOWNSHIP
100 MUNICIPAL DRIVE
NEWTOWN, PA 18940

May 21, 2008

TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

To Whom It May Concern:

It has come to the attention of Newtown Township that certain projects which were on the FY 2007-2010 TIP have been deferred or technically deleted in the FY 2009-2012 by shifting those projects to a construction time frame beyond the 4 fiscal years indicated on the new plan.

Newtown Township has several TIP funded projects in different stages of engineering that have been deferred or technically deleted through this process. Newtown Township respectfully requests that the following projects (MPMS number attached) be scheduled for construction during the FY 2009 to 2012 time period, and not in later years. The projects are as follows:

Item: F.67

MPMS# 57639 Newtown Yardley Road at Penn's Trail, intersection improvements: FY 2007-2010 TIP; Construction in FY 2007

Designed by the township's consultant, this project is in Final Design, ECMS update and detailed specifications. The FY 2007-2010 TIP indicated that construction for this project was funded for 2007 (\$440,000) the proposed FY 2009-2012 TIP indicates that the engineering and construction should be completed in "Later FY's" (after the FY2012 TIP). The Township and consultant believe this project has progressed through the Final Design process and will be ready for Letting by PENNDOT in the fall of 2008.



NEWTOWN TOWNSHIP
100 MUNICIPAL DRIVE
NEWTOWN, PA 18940

Item: F.68

MPMS # 64780 Swamp Road Corridor, Route 413 to Rushland Road, Corridor improvements

FY 2007-2010 TIP; FD allocated in FY 2008, Construction in Later FY's

Certain maintenance and safety improvements should be made in the immediate future, with no major reconstruction / widening being justified at this time. There are certain aspects of this project that will require TIP funding for engineering and construction to be expended immediately, such as traffic signal upgrades, pedestrian crossing installation and some minor shoulder work and drainage improvements. The FY 2009-2012 Tip indicated Final Design, Utilities and R/W being completed in FY2011, but no construction until later FY's. The engineering should be completed in FY 2009 and construction improvements should be completed in FY 2010-2011 and not in later years.

Item: F.69

MPMS # 64781 Swamp Road Culvert at Penn's Woods Road, Rehabilitate Culvert

This project is to rehabilitate the Penn's Woods culvert in earlier years than the replacement of this same culvert under MPMS #64780. Rather than expend engineering and construction dollars twice on the same structure, Newtown Township respectfully requests that money be re-allocated from MPMS #64780 to reconstruct this culvert as a stand-alone project. Traffic interruptions will be limited to one replacement project and the rehabilitation money will not be expended on a structure that is planned to be replaced well before the useful life of the rehabilitation has expired. The FY 2009-2012 Tip indicated Final Design, Utilities and R/W being completed in FY2009, but no construction until FY 2012. These improvements should be completed in FY 2009-2010 and not in later years

Newtown Township respectfully requests that the above noted projects MPMS number **57639, 64780** and **64781** be scheduled for construction during the FY 2009 to 2012 time period. These plans have been advanced to the point of final Plans, Specifications and Right-of-Way acquisition, by the Township and their consultant staff and are awaiting project funding.

Sincerely,
Joseph S. Czajkowski
Township Manager
Newtown Township

Elizabeth Schoonmaker, Manager
Transportation Capital Programs
DVRPC
190 Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: TIP Project 80101, SR 52 -Roundabout
Pocopson Township, Chester County

Dear Ms. Schoonmaker:

Item: F.70

Our former supervisor, H. William Sellers, initiated this project four years ago and is now acting on our behalf as project manager for this project and a number of other highway improvement projects and trail projects. Bill Sellers has been trying to find additional funding for this and other projects because design costs of all of them have exceeded all expectations. Senator Pileggi's office referred him to Jim Mosca at PennDOT, Harrisburg, because bridge costs are particularly looming large. Jim referred him to DVRPC and Chesco Planning Commission's Natasha Goguts, who told him we should comment on the TIP and make a request for bridge funding through DVRPC.

So why do we need funding for a PennDOT bridge if our goal is to get a roundabout built? A little history helps. This project started when the County Commissioners chose to fund us to build a roundabout rather than to undertake it themselves as part of their land development project at the County Prison and Home site. The intersection where we proposed the roundabout has been the site of a few fatalities and numerous serious accidents and is a major crossroads for school buses. The estimate of project cost at that time according to our engineer was \$550,000 based on the assumption that it would be designed under an HOP. The Commissioners then gave us the money. Subsequently, two developers whose projects will benefit from the roundabout provided \$50,000 and Representative Barrar provided \$126,000. As we started in on design, PennDOT King of Prussia opined that it would be difficult to build a good roundabout because the SR52 approach from the south was in a curved section of the road and over a substandard PennDOT bridge that was oriented for a continuing curve where a straight section was needed for the roundabout. Lee Whitmore at CCPC suggested that we apply for the federal roundabout funding and build the bridge with the County funding. Lee took the project to DVRPC and Bill spoke with Barry Seymour about our need for help.

When we were approved for Fed funding, we moved forward in earnest. As we went through numerous iterations of designs for the roundabout which had a few utility constraints, but no rights of way issues, we contracted wetland studies, a bog turtle field survey, archaeological Phase I studies, National Register studies of the 50 year old County Home and a farmhouse (1000 feet away) that was on the Underground Railroad, hydrogeological studies for stormwater and roadbed design purposes, and most recently a National Register study of the falling apart, spalling concrete bridge that we want to replace. So far, no problems with any of the above other than the costs.

Our roundabout design is now going through Safety Review at King of Prussia. Since PennDOT will be letting the contracts for the roundabout, we expect that that review and the others that follow will take a while, albeit it would be nice to think that they could move their first roundabout a little faster through their process. We are doing their bridge under an HOP so the process is slightly less complicated and the bridge will be a prefabricated span on new abutments. The design of the bridge approaches had to be done in conjunction with the roundabout. The structural engineer is now completing the design of the abutments and foundations, so we should be submitting bridge plans to PennDOT by the end of summer.

We can't build the roundabout without the bridge and we can't and won't build the bridge without the roundabout. At this time, we estimate that the total costs that we will incur for design of the bridge and roundabout and construction of the bridge will result in a shortfall of about \$260,000 provided costs of asphalt, stone, and concrete don't go through the roof. To be safe, we probably should seek funding of \$300,000 to cover all possible problems with the bridge or further roundabout modifications. We don't want Federal money because the bridge does not qualify and those funds would further escalate costs. We will match with the County and developer funds.

Timing is also an issue. We should begin building the roundabout this year, but in any case, no later than spring of next year. Funding in FY2009 should do it and we understand that is the roundabout's funding schedule. The roundabout and bridge will be increasingly critical when two other projects begin: the SR926 bridge over the Brandywine due in 2010-11; and SR52 relocation from US1 to 926 in the same period. Between them, a lot of traffic will be funneled through the roundabout since traffic going to West Chester or points east currently uses 52 and 926 and their bridges. The 52 relocation will also throw more traffic onto 926.

We think our roundabout project can be a model for others and may help conquer PennDOT's fears of supporting roundabouts, but we aren't going to do anything without further funding. We just don't have the resources.

We request that you put \$300,000 in the FY2009 TIP for the 52 bridge.

Sincerely,

Steve Conary, Chairman
Pocopson Board of Supervisors

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Mimi Gleason
Township Manager

Lamb McErlane PC
Solicitor

May 20, 2008

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

To the Delaware Valley Regional Planning Commission Board:


The Tredyffrin Township Board of Supervisors urges the full funding of the Section 300 expansion of US 202 in the 2009-12 Transportation Improvement Program (TIP).

US Route 202 is a key corridor in the Great Valley to King of Prussia high-tech commercial hub – and currently a very congested one between Paoli and Frazer (Section 300) during peak travel times. However, the draft 2009-12 TIP does not provide funding for the construction of the Section 300 mainline expansion until 2011.

Representatives of 202 businesses and corporate centers have expressed to Tredyffrin Township their frustration with the difficulty employees encounter commuting to work, and with the slow pace of government response to reducing highway congestion. Likewise, residents frequently and persistently have complained about the impact to their quality of life as frustrated motorists try to avoid excessive backups on 202 by cutting through local roads.

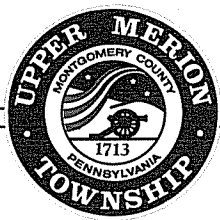
The recently completed Section 400 expansion of US 202 significantly improved circulation and access between King of Prussia and Paoli. It was a job well done. The Section 300 expansion was to follow immediately. It is important to prioritize this project now to finally complete this anticipated and essential infrastructure improvement.

Sincerely,



Warren E. Kampf
Chairman

cc: Senator Andrew Dinniman
Representative Carole Rubley
Chester County Commissioners



UPPER MERION TOWNSHIP BOARD OF SUPERVISORS

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May 28, 2008

DVRPC Plan/TIP/Conformity Comments
190 North Independence Mall West
8th Floor
Philadelphia, PA 19106

Attn: DVRPC Public Affairs Office

Sub: MPMS #48172 Testimony for Draft Fiscal Year 2009 – 2012 TIP

To Whom It May Concern:

Upper Merion Township and the Upper Merion Transportation Authority (UMTA) are requesting this letter be entered as testimony regarding MPMS #48172 in the DVRPC FY 2009 – 2012 Draft TIP for Public Comment. As currently listed, MPMS #48172 refers to the “PA 23 Relocation at Allendale Rd. and Beidler Rd.” project and allocates \$57 million in Later Fiscal Years. From the description, the project entails construction of a four lane uncontrolled highway for 3.5 miles between US 422 and US 202 with a “Major SOV Capacity” classification. This listing has been a long-standing objective within the Township’s Comprehensive Plan and, to date, has been funded by the UMTA to develop design concepts and prepare environmental clearance documentation as an Environmental Impact Statement (EIS).

In light of the current transportation funding initiative to advance reconstruction of Structurally Deficient (“SD”) bridges, UMTA directed their engineer, Boles, Smyth Associates, Inc. to re-analyze the project. On April 8, 2008 the UMTA presented the re-scoped SR 0023 Trout Creek Bridge Replacement Project to PennDOT 6-0 and on April 9, 2008 PennDOT held a Scoping Field View with Federal Highway Administration (FHWA). Instead of the 3.5 mile relocation, the re-scoped project will construct a new SR 0023 bridge over Trout Creek between Moore Road and Beidler Road (SR 3029), eliminate the existing “SD” SR 0023 Trout Creek bridge and remedy the bridge approaches that have resulted in a five year Priority Rank #1 for Mid-Block crash locations over 1000 feet with a minimum 15 accidents. With over 20,000 Average Annual Daily Traffic and no viable State Route detour, reconstruction of the bridge represents a critical Township priority link to regional facilities.

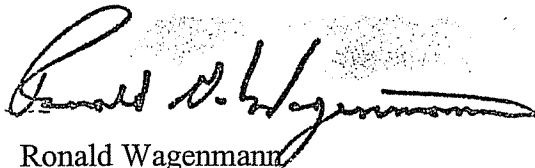
At the meetings listed above, the UMTA offered a partnership with PennDOT and agreed to fund the Environmental Clearance (re-scoped as a Categorical Exclusion Evaluation Level 2) and Preliminary Engineering phases through Design Field View, with the Department funding the final design through construction phases. To further their commitment, the UMTA and Boles, Smyth Associates attended the April 15, 2008 District Executive Meeting to outline a unique and

aggressive Project Development Program from Scoping Field View through Plans, Specifications & Estimates (PS&E) submittal in or before October, 2010. Key components of the program are a Pro Team Session that will be held in July/August, 2008; advancement of critical linear processes in a parallel manner; use of Final Design level base mapping from the start of the project; and early coordination with specific agencies to preview permit requirements.

The UMTA requests that PennDOT and DVRPC revise the 2009 – 2012 TIP listing for MPMS #48172 (\$57 million for PA 23 Relocation) to reflect the attached Fiscal Year 2009 and 2010 funding for Final Design, Right-of-Way, Utilities and Construction. The re-scoped project funding estimate has been reduced from \$57 million to \$9 million. The new estimate will be analyzed for further reduction at the Pro Team Session and/or through UMTA negotiations with potential private developments in the project area.

We appreciate your consideration of this cost reducing program modification to address the Department's current priorities and the area's transportation needs. If you should have any questions or require additional information please feel free to call me.

Sincerely,



Ronald Wagenmann
Upper Merion Township Manager
Upper Merion Transportation Authority Executive Secretary

Cc: Scott Sibley, Upper Merion Township Board of Supervisors
Leo Bagley, Montgomery County Planning Commission
Les Toaso, PennDOT District 6-0 Executive
Linda Guarini, PennDOT District 6-0 Programming Unit

**Funding Request - MPMS #48172
Upper Merion Township, Montgomery County**

DVRPC TIP Project Detail - SR 0023/Trout Creek Bridge

Montgomery						
MPMS # 48172		SR 0023 Bridge Replacement Over Trout Creek with Approach Improvements (BMS# 46-0023-0090-1828)				
AQ Code: R1?		PA 23 from Moore Road to Fifth Avenue Upper Merion Township				
Not SOV Capacity SubCorr(s):		This project would replace a structurally deficient two lane SR 0023 Bridge (Rating = 4) and correct the geometric deficiencies along the approaches in a manner that does not require a detour, provide safe ingress/egress from local Mancill Mill Road and Beidler Road (S.R. 3029) on either end of the bridge, and establishes lane continuity along one of Upper Merion Township's primary routes (PA 23) to US 422.				
		TIP Program Years (\$000)				
Phase	Fund	2009	2010	2011	2012	Later FYs
FD		480				0
FD		120				0
ROW		600				0
ROW		150				0
UTIL			520			0
UTIL			130			0
CON			5600			0
CON			1400			0
Fiscal Year Total		1350	7650	0	0	0
Total FY 09-12 Cost					9000	



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May 28, 2008

DVRPC Plan/TIP/Conformity Comments
190 North Independence Mall West
8th Floor
Philadelphia, PA 19106

Attn: DVRPC Public Affairs Office

Sub: MPMS #66952 Testimony for Draft Fiscal Year 2009 – 2012
Transportation Improvement Program (TIP)

To Whom It May Concern:

Upper Merion Township and the Upper Merion Transportation Authority (UMTA) are requesting this letter be entered as testimony regarding MPMS #66952 in the DVRPC FY 2009 – 2012 Draft TIP for Public Comment. As currently listed in the Project Description for MPMS# 64796 - US 422/PA 363 Interchange MPMS #66952 refers to the "PA 23/US 422 Interchange and North Gulph Road Improvements" and is not currently listed as a stand-alone project on the TIP (see attached). We request that the MPMS # 66952 project be extracted from the overall MPMS #64796 TIP listing so that it may proceed in an independent manner.

The PA 23/US 422 Interchange Project was identified in the Valley Forge Area Transportation Planning Study (VFATPS, 2002) where several partners including Federal Highway Administration (FHWA), PA Department of Transportation (PennDOT), the National Park Service (NPS), Montgomery and Chester Counties and five Townships had come to recognize that they have a great deal in common regarding the need to address traffic congestion in the US 422 Corridor. The program to advance these projects was outlined in a December 2002 Programmatic Agreement with the Federal Highway Administration and the National Park Service. In addition to these partners in the planning study, the transportation needs along US 422 resulted in the formation of the US 422 Corridor Coalition, which is an open forum where transportation and planning organizations, corporations, municipal governments, and elected officials meet to discuss transportation issues important to the US 422 Corridor.

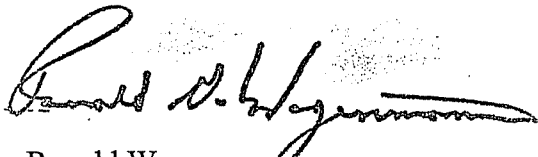
The PA 23/US 422 Interchange and North Gulph Road Improvement Project is a key element of the US 422 "River Crossing Complex" (RCC) Projects that was successful in obtaining/utilizing several earmarks to help remedy the daily traffic congestion in this region including: \$20 Million in SAFETEA-LU for the RCC Projects Listed as one of 20 Projects of National & Regional Significance, \$1 Million for Early Action US 422 Interim Project in SAFETEA-LU, \$3.8 Million for Valley Forge National Historical Park Access in TEA-21.

The project Steering Committee participated in a cooperative effort to define and act on the transportation problems that confront the Valley Forge area and its communities. This effort resulted in Committee receipt of the Governor's Award for Local Government Excellence in 2007 for their focus in addressing major problems in the US 422 Schuylkill River Crossing area including:

- Modify PA 23 Interchange, the primary access to Valley Forge Park
- Provide a Long Term Solution (RCC Project) that can be constructed in Smaller Pieces (Early Actions). Each Smaller Project must provide independent benefit and be Consistent with Overall RCC.
- First Early Action – US 422 West Interim Project currently under construction to provide a third lane over the Schuylkill River

We request that this project be reconsidered as a stand-alone project for additional project funding given the level of regional commitment from the Project Sponsors and the US 422 Corridor Coalition to address regional congestion. We appreciate your consideration of this program modification to address the Department's current priorities and the area's transportation needs. If you should have any questions or require additional information please feel free to call me.

Sincerely,



Ronald Wagenmann
Upper Merion Township Manager
Upper Merion Transportation Authority Executive Secretary

Cc: Scott Sibley, Upper Merion Township Board of Supervisors
Leo Bagley, Montgomery County Planning Commission
Les Toaso, PennDOT District 6-0 Executive
Linda Guarini, PennDOT District 6-0 Programming Unit
Mike Caldwell, Valley Forge National Historical Park

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Highway Program

Draft for Public Comment

Montgomery

MPMS# 64796 **US 422 / PA 363 Interchange**
 AQ Code 2030M Part 2 of River Crossing Complex
 Major SOV Capacity Full-movement interchange and ramp
 Subcorr(s): 1A, 9B West Norriton Township; Lower Providence Township

This project provides for a full-movement interchange at PA 363, including an east bound off ramp and west bound on ramp, as well as modifying existing ramps as necessary an adding an additional WB off-ramp at Adams Avenue.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance is programmed as MPMS #74648.

NOTE INTERIM IMPROVEMENTS 74648

SAFETEA DEMO #20 - \$800,000 of \$20 MILLION DEMO PROGRAMMED IN FY07

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS					116,000
CON	581					29,000
Fiscal Year Total		0	0	0	0	145,000
		Total FY 09-12				0



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May 28, 2008

DVRPC Plan/TIP/Conformity Comments
190 North Independence Mall West
8th Floor
Philadelphia, PA 19106

Attn: DVRPC Public Affairs Office

Sub: MPMS #68064 Testimony for Draft Fiscal Year 2009 – 2012 TIP

To Whom It May Concern:

Upper Merion Township and the Upper Merion Transportation Authority (UMTA) are requesting this letter be entered as testimony regarding MPMS #68064 in the DVRPC FY 2009 – 2012 Draft TIP for Public Comment. While \$11 Million in construction funding was allocated for this I-76 West Ramps Phase 1 – Henderson/Gulph Road Widen Project in the originally adopted FY 2007 – 2011 TIP; this funding was deferred by a January 2007 DVRPC TIP action.

This project is the top roadway project priority of the Township. It includes construction of a new I-76 West off ramp and relocation of the existing I-76 West on ramp to tie directly into the South Gulph and South Henderson Road intersection. It also includes widening of South Gulph and South Henderson Road in the intersection area, as well as construction of a sound wall along the new on ramp. The interchange improvements provide needed safety benefits to the expressway (PennDOT Crash Cluster Priority Rank 2) due to provision of full standard acceleration/deceleration lanes. The intersection improvements also provide safety benefits to the arterials (PennDOT Crash Cluster Priority Rank 5 and 17) due to relocation of the on ramp entrance from a mid-block condition to a signalized intersection with protected turn lane. Lastly, the proposed noise wall will provide meaningful abatement to Township residents and fulfill a commitment to former PA State Senator Tilghman and to PA State Senator Williams.

At this time, final design has progressed to the point where the Plans, Specifications & Estimates package could be submitted well before the listed February 2011 Let Date. PennDOT has acquired all seven (7) total acquisitions parcels for the project and is close to obtaining the partial acquisitions required for Right-of-Way clearance. All structures on the properties totally acquired by PennDOT have been razed.

Utility relocations for this project are minimal and limited to relocation of utility poles, overhead wires and PennDOT-owned Intelligent Transportation System fiber optic lines. Coordination with the affected utility companies has been initiated.

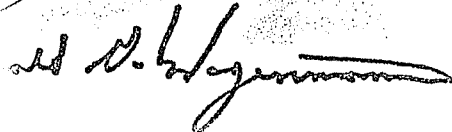
DVRPC Plan/TIP/Conformity Comments

May 28, 2008

Page 2

In summary, the Township appreciates the past commitment to funding the construction of this important project and requests that the Draft FY 2009 – 2012 TIP be revised to move \$250,000 Utility, \$750,000 Right-of-Way and \$13.5 Million Construction dollars into Fiscal Years 2009 and 2010. If you should have any questions or require additional information please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald Wagenmann", written over a light gray background.

Ronald Wagenmann

Upper Merion Township Manager

Upper Merion Transportation Authority Executive Secretary

Cc: Scott Sibley, Upper Merion Township Board of Supervisors
Leo Bagley, Montgomery County Planning Commission
Les Toaso, PennDOT District 6-0 Executive
Linda Guarini, PennDOT District 6-0 Programming Unit

Uwchlan Township

715 North Ship Road
Exton, PA 19341-1940

(610) 363-9450 FAX (610) 363-0518

Chester County, Pennsylvania
www.uwchlan.com

May 14, 2008

TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

To whom it may concern:

On behalf of Uwchlan Township, all the concerned taxpayers within, and the 46,000 daily commuters utilizing this roadway, we are sending this letter as a formal request for the Route 100 Widening Project (SR 0100, Section 02L – MPMS # 14515) located in Uwchlan and West Whiteland Townships, Chester County, to be placed back on the DVRPC FY 2009-2012 TIP for PA. Originally listed on the TIP in years previous, which included 2004 through 2009, this project is now listed on the TIP with \$21.585 Million for Construction to be allocated in “Later FYs”.

In January of 1998, the DVRPC completed a report entitled “The PA 100 Corridor Study”. In this report, the DVRPC makes the recommendation that in order to accommodate the projected traffic volumes, the road needed to be widened to three (3) lanes in both directions from the PA Turnpike to the Exton Bypass, and intersection improvements need to be made to improve left turns. The sections to the north and south of this roadway section have already been widened to three lanes. This project is necessary to remove the bottle-neck that currently exists and to allow for a consistent roadway section. The antiquated unsafe jughandles will be removed while dedicated left and right turn lanes will be installed along with updated crosswalks and curb ramps, which will improve the safety and efficiency of pedestrian and vehicle traffic flow through the entire area.

This project was expected to be let in October of 2010 and has been proceeding, thanks in whole to Uwchlan Township, with each milestone necessary, including Scoping Field View, Categorical Exclusion Evaluation, Pavement Design, Safety Review and Design Field View. **All of the funding to date has been provided by Uwchlan Township** and the project is now in the final design stage. The State had agreed to proceed with this partnership and assigned a Project Liaison Engineer, this to be the fourth such joint project between PennDOT and Uwchlan Township, making this unlike others in the County that are to be funded by the State for the entire design and construction phases.

As this is a major Route through the County, linking Route 30, Route 202 and the PA Turnpike (also serving as a detour for through traffic when the Turnpike is shut down), the safety and efficiency of the roadway is of grave concern to local commuters as well as commuters outside of the area that use this stretch of highway every day. This project is a multi-modal project, as it will add a missing link to two sections of the Uwchlan Trail System, which will enhance pedestrian facilities and with a four (4) foot shoulder area on the right and will also enable bicycle riders to utilize the roadway. The Township has spent more than ten years and more than \$ 1.1 Million on the survey, studies, preliminary design and final design to get to this stage.

It is understood that the Commonwealth has many more projects than can be funded at this date, and, therefore, certain projects will need to be delayed while the priority projects get the limited funding now. It is with respect that Uwchlan Township makes its plea for the DVRPC and the Commonwealth to fund the Construction Phase of the Route 100 Widening Project, and place the monies in the TIP for the construction of this project, allocated for use in 2010, 2011 and 2012.

Thank you for your consideration in this matter.

Sincerely,

Frederick W. Gaines
Chairman
Uwchlan Township Board of Supervisors

cc: Lester C. Toaso, District Executive – PENNDOT Engineering District 6-0
Chester County Planning Commission
TMACC
State Senator Andrew Dinniman, 19th District
State Representative Curt Schroder, 155th District



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TOWNSHIP MANAGER
KAREN E. MADDEN

May 29, 2008

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Public Hearing Testimony for the 2009-2012 Transportation Improvement Program
Support for Route 422 Corridor Projects
West Norriton Township
Montgomery and Chester Counties, PA

On behalf of West Norriton Township, Montgomery County, I am pleased to present written testimony to the Delaware Valley Regional Planning Commission to support inclusion of several critical Route 422 Corridor projects in DVRPC's FY 2009-2012 TIP. From DVRPC's draft TIP for public comment, dated April 29, 2008, these projects are as follows:

- Item: F.76** • **MPMS# 16489: Old Betzwood Bridge** - This project provides for the replacement of the Old Betzwood Bridge over the Schuylkill River, connecting West Norriton and Upper Merion Townships. This bridge replacement will consist of four lanes with shoulders plus a bicycle/pedestrian path separated from the roadway by barriers (MPMS# 16703). The draft 2009-2012 TIP includes utility and construction funding for FY 2009 and FY 2010.

West Norriton Township strongly supports this project, and its schedule and funding on DVRPC's draft 2009-2012 TIP.

- Item: F.77** • **MPMS# 16490: PA 23 at Old Betzwood Bridge** - This project provides the necessary southside roadway approach and intersection improvements at PA Route 23 associated with the Betzwood Bridge replacement project (MPMS# 16489), which will reconnect Trooper Road (PA Route 363) to PA Route 23. These improvements, in Upper Merion Township, include a new traffic signal and left-turn lane at PA Route 23 and Trooper Road and an upgraded traffic signal and new left-turn lane at PA Route 23 and Outer Line Drive, both of which are located within Valley Forge National Historical Park. The draft TIP includes construction funding for FY 2010 and FY 2011.

West Norriton Township strongly supports this project, and its schedule and funding on DVRPC's draft 2009-2012 TIP.

RHEA L. GALLAGHER, SECRETARY * ROBERT J. KERNS, SOLICITOR * ROBERT P. ADAMS, CHIEF OF POLICE
THOMAS F. CINAGLIA, PUBLIC WORKS DIRECTOR/CODE ENFORCEMENT OFFICER
JONATHAN W. DZEDZY, PARKS & RECREATION DIRECTOR * ROSALIE F. GORDON, FINANCE ADMINISTRATOR

1630 WEST MARSHALL STREET * JEFFERSONVILLE, PA 19403-3236
PHONE: 610.631.0450 * FAX: 610.630.0304 * WWW.WESTNORRITONTWP.ORG

Item: F.78

- **MPMS #16669: PA 363, Trooper Road** - The project, in West Norriton and Lower Providence Townships, provides the necessary northside Trooper Road improvements associated with the Betzwood Bridge replacement project (MPMS# 16489). The Trooper Road improvements will re-establish two-way traffic on Trooper Road at the US Route 422 westbound off-ramp. The improvements will increase capacity and safety, and include a new traffic signal, signs, pavement markings, and minor barrier reconstruction/removal.

Projects MPMS# 16489, MPMS# 16490, and this project, MPMS# 16669, are integral to the restoration of the Betzwood Bridge reconnection of PA Route 363/Trooper Road, between the PA Route 363/US Route 422 interchange to the north and PA Route 23 to the south. As the draft TIP includes MPMS# 16669 construction funded for FY 2011, the Township strongly supports this project and its schedule and funding, in conjunction with projects MPMS# 16489 and MPMS# 16490.

Item: F.79

- **MPMS# 16703: Old Betzwood Bridge Bike/Pedestrian Trail** - This bike/pedestrian project is being implemented in conjunction with the Old Betzwood Bridge Replacement Project (MPMS# 16489). This bike/pedestrian project will connect the Montgomery County Schuylkill Trail, north of the Schuylkill River, to the Valley Forge National Historical Park, south of the Schuylkill River. It is part of the Montgomery County Planning Commission's recommended trail plan.

This project's construction, on DVRPC's draft TIP, corresponds with the Betzwood Bridge Replacement Construction, funded for FY 2009. West Norriton Township strongly supports this project and its schedule and funding on DVRPC's draft 2009-2012 TIP.

Item: F.80

- **MPMS# 64796: US 422/PA 363 Interchange** - The project, in West Norriton and Lower Providence Townships, consists of several individual components that will result in provision of a full-movement interchange at US 422/PA 363, where today only a partial interchange (southbound on-ramp and northbound off-ramp) exists. These include improvements to the US 422/PA Route 23 interchange and North Gulph Road and widening, with bridge replacement and new bridge construction, of US 422 from the PA Route 363 interchange, south to the US Route 202 interchange.

The draft DVRPC TIP has programmed funding for construction of the entire US 422/PA 363 Interchange Project (MPMS# 64796) for later FYs, beyond FY 2012. While West Norriton Township strongly supports the entire MPMS# 64796 project, it requests that DVRPC advance, as a top priority, the proposed new westbound US 422 on-ramp from PA Route 363/Trooper Road and the proposed new westbound US Route 422 Audubon off-ramp, for the reasons outlined below.

Importance of US 422 Westbound Ramps to the Township and Region

As you are aware, considerable study and interagency, community and economic development support have been established for MPMS# 64796, the US 422/PA 363 Interchange Project, an element of the "River Crossing Complex" projects. This support culminated in an Interagency Programmatic Agreement in 2002 for the US 422 Corridor Improvements, including the Betzwood Bridge replacement, modernization and reconstruction of the PA Route 23 and PA Route 363 interchanges, and mainline widening of US 422 itself. All of the major stakeholders, including PennDOT, the Federal Highway Administration, the National Park Service, PA Department of Environmental Protection, the PA

Historical and Museum Commission, DVRPC, Montgomery and Chester Counties, the five adjacent townships, and federal and state elected officials, have committed and partnered to bringing these sorely needed corridor improvements to fruition. Additionally, federal earmark funding of approximately \$25 million was secured by U.S. Sen. Rick Santorum and U.S. Rep. Curt Weldon for the River Crossing Complex projects. To date, approximately \$13 million has already been applied to advance portions of the project.

Presently, several of the individual projects have been, or are in the process of being, fully engineered for construction. Primary among these is the Old Betzwood Bridge Replacement, including its related PA Route 23 and PA Route 363 (Trooper Road) approaches to the south and north respectively, and the addition of a pedestrian/bike trail on the new Betzwood Bridge itself. Funding for construction of these individual projects is included on DVRPC's draft FY 2009-2012 TIP and supported by West Norriton Township. The larger funding and scheduling for the complex US 422 interchange (ramp) improvements at PA Route 23 and PA Route 363, as well as the mainline improvements, are proposed to be deferred to after FY 2012 in DVRPC's published draft TIP. As a whole, the complexity of these interchange and mainline projects, in terms of funding, time schedule, regulatory approvals, right-of-way acquisition, and construction, justifies a schedule that extends beyond the present FY 2009 -2012 TIP.

However, it is West Norriton Township's desire and preference that several individual project components be advanced earlier than 2013 and beyond. Specifically, the proposed US 422 new westbound ramp from PA Route 363 and westbound off-ramp at Audubon Road satisfies the three mentioned TIP criteria of transportation need, project scale, and constructability. We respectfully request that the Commission reconsider its support, prioritization, and packaging of these ramps, breaking them apart from the larger interchange project and including them in the final 2009-2012 TIP with the necessary funding allocated in the first four years in order for advancement.

- **Transportation Need:** Several recent studies, beginning with the "Projects in the River Crossing Complex" study prepared by Boles, Smyth Associates, Inc. for PennDOT (August 2006), established the need for a full-movements interchange at PA Route 363/Trooper Road, as well as an Audubon Road off-ramp to aid in acceptable interchange operations and to provide needed local and regional connectivity. PennDOT and other key agency representatives fully supported the design at the August 2006 VE/ACTT session for the River Crossing Complex projects, and the ramps above were recommended for early action implementation. The proposed new westbound on- and off-ramps address three-fifths of the necessary movements to improve this interchange's transportation functioning. A separate study, prepared by McMahan Associates Inc. on behalf of and funded by the Township, further justifies the need for, and design of, these ramps. The current need will only be increased with new economic development in the adjacent business park and with the nearby American Revolution Center (ARC) project.
- **Scale:** These proposed westbound on- and off-ramps are largely at-grade, with the only proposed bridge crossing being the new westbound on-ramp over the new westbound off-ramp. All the complexities of reconstruction of the existing PA Route 363 interchange can be largely avoided, including the costs and staging of the several new bridge structures, including the major structure over the US 422 mainline, and the related demands of maintenance and protection of traffic during construction.
- **Constructability:** The construction of the new Audubon Road westbound off-ramp and a new US 422 westbound on-ramp from Trooper Road will occur along an approximate 6000-foot

West Norriton Township Testimony
2009 – 2012 TIP
May 29, 2008

corridor in Lower Providence Township on the east side of US 422. The majority of the construction will occur outside the existing US 422 right-of-way or mainline area, which should cause minimal disruptions to PA Route 363 and US 422 traffic during construction.


While the Township has not established a separate construction and right-of-way cost for these two westbound ramps, the total project cost should be less than \$10 million of the estimated \$145 million contained in DVRPC's draft TIP. As an approximate balance of \$12 million remains from the original \$25 million federal earmark, West Norriton Township requests that this remainder be applied to these westbound ramp improvements, which if approved by DVRPC and PennDOT, could assist in funding and expediting these ramp improvements in DVRPC's FY 2009-2012 TIP.

Item: F.81 PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS# 66952)

For the similar reasons of transportation need, scale, and constructability, West Norriton Township recommends, as a second priority to the westbound PA Route 363 ramp improvements, the relocation of North Gulph Road at PA Route 23 in Upper Merion Township, west of US 422. These at-grade improvements occur outside the mainline and interchange areas of US 422 and will provide new "gateway" opportunities for the Valley Forge National Historical Park. Most importantly, from the traffic operations perspective, they will complete the improved parallel connection to US 422 between PA Route 363 and the US 202/US 422/I-76 interchange needed to maintain area traffic during construction of the US 422 mainline and interchange improvements.

Thank you for your consideration of West Norriton Township's testimony. The projects listed are not only important to West Norriton Township, but are vital for the region as well, and DVRPC and PennDOT have the Township's full commitment to making them a reality. The financial support and prioritization of the Commission for these transportation projects is essential and we respectfully request your continued support.

Sincerely,



Karen E. Madden
Township Manager

cc: Senator Rafferty
State Rep. Rubley
State Rep. Vereb
P. Quinn, GVFTMA ✓
L. Bagley, MCPC
M. Caldwell, Valley Forge National Historical Park
J. Dunbar, Lower Providence Township
R. Wagenmann, Upper Merion Township
C. Moore, McMahon Associates



**The US Route 422
Corridor Coalition**

Delaware Valley Regional Planning Commission Public Comment

May 28, 2008

The US 422 Corridor Coalition serves municipalities, businesses and residents along the US 422 Corridor in both Montgomery and Chester Counties. The following municipalities are represented by the US 422 Corridor Coalition: Collegeville Borough, East Coventry Township, East Pikeland Township, East Vincent Township, Limerick Township, Lower Pottsgrove Township, Lower Providence Township, Perkiomen Township, Phoenixville Borough, Pottstown Borough, Royersford Borough, Upper Merion Township, Upper Pottsgrove Township, Upper Providence Township, Schuylkill Township, Spring City Borough, Trappe Borough, Tredyffrin Township, West Norriton Township, West Pottsgrove Township.

The municipalities of the US 422 Corridor Coalition would like to express our strong and continued support for regional projects currently under construction as well as future TIP projects as presented by Chester County Planning Commission, Montgomery County Planning Commission, and Greater Valley Forge Transportation Management Association.

The projects are as follows:

Collegeville Borough:

- Collegeville Streetscape Project – MPMS# 71206
- Collegeville Main Street Revitalization Phase II – MPMS# 77462

East Pikeland Township

- Rapp's Dam Covered Bridge – MPMS# 14680
- Schuylkill River Trail – MPMS# 59434
- Pickering Road Bridge (#315) – MPMS# 14462
- Hare's Hill Road Bridge – MPMS# 13885

East Vincent Township

- Schuylkill River Trail – MPMS# 59434
- Sheeder Mill Rd. (Bridge #194) MPMS# 58681

Limerick Township

- Linfield Road Bridge – MPMS# 16699

Lower Pottstgrove Township

- Ridge Pike (Bridge) – MPMS# 16652
- US 422 Expressway Section M1B – MPMS# 16738
- Pleasant View Road – MPMS# 57861

Lower Providence Township

- Arcola Road Bridge – MPMS# 16400
- US 422/ PA 363 Interchange – MPMS# 64796
- Egypt Road Closed Loop Traffic Signalization Program – TIP Abstract ID# 237411
- Germantown Pike Closed Loop Traffic Signal Program – TIP Abstract ID# 843116
- Park Avenue, Eagleville Road and Crawford Road Realignment and Bridge Replacement – TIP Abstract ID# 277132

Phoenixville Borough

- Phoenixville Streetscape HTSSRS – MPMS# 72911
- Phoenixville Streetscape Project – MPMS# 77459
- PA 113, Gay Street (Bridge) – MPMS# 14699
- French Creek Parkway – MPMS# 57659

Pottstown Borough

- High Street Bridge – MPMS# 16194
- US 422, Berks to Schuylkill River (Road and Bridge –M2A) – MPMS# 66986
- Pottstown Area Signal System Upgrade – MPMS# 48186
- Keim Street over Schuylkill River – MPMS# 83742

Upper Merion Township

- US 422 (New) Expressway Bridge over the Schuylkill River – MPMS# 70197
- Old Betzwood Bridge – MPMS# 16489
- Old Betzwood Bridge Bike/Ped Trail – MPMS# 16703
- Chester Valley Trail (C0386) – MPMS# 16705
- PA 23 Trout Creek Bridge Replacement Project – MPMS# 48172
- I-76 Ramps Phase III, Henderson/Gulph Roads – MPMS# 16211
- I-76 Ramps Phase II, Henderson/Gulph Roads – MPMS# 48187
- I-76 Ramps Phase I, Henderson/Gulph Roads – MPMS# 68064
- Church Road (Bridge) over Norristown High Speed Line (SEPTA Rt 100) – MPMS# 16396

Upper Providence Township

- Arcola Road Bridge – MPMS# 16400

Tredyffrin Township

- US 202, PA 252 to US 30 (Sec. 300 Design) – MPMS# 13945
- US 202, Swedesford Road – PA 29 (Sec. 320 Main Line) – MPMS# 64494
- US 202, Exton Bypass to Rt. 29 (Sec. 330- MainIn) – MPMS# 64498
- Paoli Transportation Center – MPMS# 47979

West Norriton Township

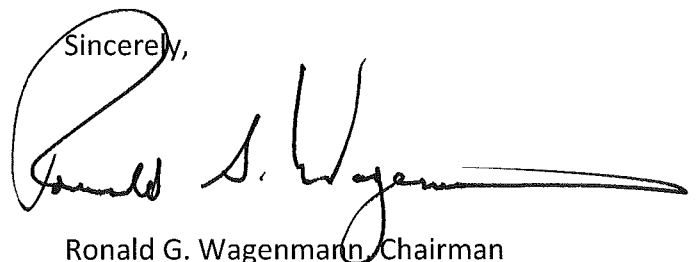
- US 422 (New) Expressway Bridge over Schuylkill River – MPMS# 70197
- Old Betzwood Bridge – MPMS# 16489
- Old Betzwood Bridge Bike/Ped Trail – MPMS# 16703
- US 422/ PA 363 Interchange – MPMS# 64796

West Pottsgrove Township

- US 422, Berks to Schuylkill River (Rd & Bridge-M2A) – MPMS# 66986

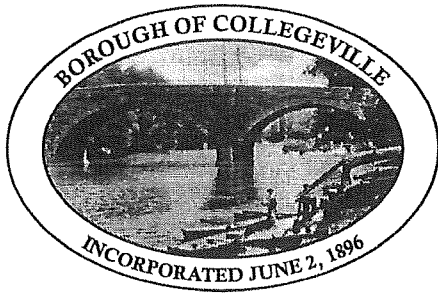
The US 422 Corridor Coalition thanks you for your continued support of these projects and for time and attention.

Sincerely,



Ronald G. Wagenmann, Chairman

US 422 Corridor Coalition



Borough of Collegeville

— Montgomery County, Pennsylvania —

May 30, 2008

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

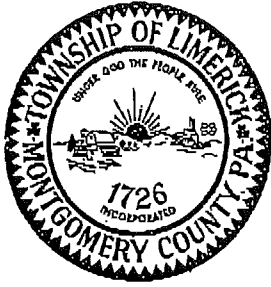
RE: 2009 Draft TIP

Collegeville Borough fully supports the projects on the 2009 Draft TIP concerning Collegeville Borough.

- Collegeville Borough Streetscape Project - MPMS#71206
- Collegeville Main Street Revitalization Phase II - MPMS# 77462

Respectfully,
BOROUGH OF COLLEGEVILLE

Geoffrey D. Thompson
Borough Manager



LIMERICK TOWNSHIP

646 WEST RIDGE PIKE
LIMERICK, PENNSYLVANIA 19468

ADMINISTRATION OFFICES
(610) 495-6432
FAX (610) 495-0353
FAX (610) 495-0952

POLICE DEPARTMENT
(610) 495-7909
FAX (610) 495-5702

May 28, 2008

TIP Plan Comments

Attention: Ms. Elizabeth Schoonmaker
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, Pennsylvania 19106-1520

Re: FY 2009 Draft Transportation Improvement Program (TIP) for PA

Dear Ms. Schoonmaker,

Limerick Township is submitting this request to DVRPC that the Linfield Trappe Road Culvert Replacement Project (MPMS# 16699), currently programmed on the 2007 – 2010 TIP for the utility and right-of-way phases, receive construction funds in fiscal years 2009 – 2012 of the 2009 TIP. The FY 2009 Draft TIP contains construction funds in FY 2011. The Township respectfully requests that the construction funding be programmed in FY 2010.

It is our understanding from PennDOT that final design and construction plans for the two (2) culverts that are included in this project are near completion, and the project could be ready to let in the near future. The Village of Linfield is designated as a growth area in the County Comprehensive Plan, and the adjacent riverfront is identified as an underutilized industrial area. The replacement of these culverts is critical to the County's and Township's goals for the revitalization of Linfield and development of the riverfront. If adequate access is not available to these areas, our goals will be difficult to achieve. The Township is eager to begin redevelopment efforts in the Linfield area.

Your consideration of this request is greatly appreciated.

Sincerely,

Daniel K. Kerr, Township Manager

cc: Limerick Township Board of Supervisors
Congressman James Gerlach
Senator John C. Rafferty, Jr.
Representative Thomas J. Quigley
Leo Bagley, Montgomery County Planning Commission
Greater Valley Forge TMA

**BOARD OF SUPERVISORS
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CHESTER COUNTY
1100 DuPortail Road
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(610) 644-1400 FAX (610) 993-9186
Email: tredyffrin@tredyffrin.org
Website: www.tredyffrin.org

Mimi Gleason
Township Manager

Lamb McErlane PC
Solicitor

May 20, 2008

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

To the Delaware Valley Regional Planning Commission Board:

The Tredyffrin Township Board of Supervisors urges the full funding of the Section 300 expansion of US 202 in the 2009-12 Transportation Improvement Program (TIP).

US Route 202 is a key corridor in the Great Valley to King of Prussia high-tech commercial hub – and currently a very congested one between Paoli and Frazer (Section 300) during peak travel times. However, the draft 2009-12 TIP does not provide funding for the construction of the Section 300 mainline expansion until 2011.

Representatives of 202 businesses and corporate centers have expressed to Tredyffrin Township their frustration with the difficulty employees encounter commuting to work, and with the slow pace of government response to reducing highway congestion. Likewise, residents frequently and persistently have complained about the impact to their quality of life as frustrated motorists try to avoid excessive backups on 202 by cutting through local roads.

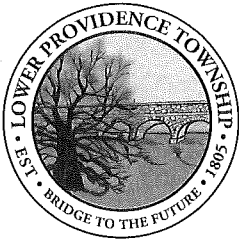
The recently completed Section 400 expansion of US 202 significantly improved circulation and access between King of Prussia and Paoli. It was a job well done. The Section 300 expansion was to follow immediately. It is important to prioritize this project now to finally complete this anticipated and essential infrastructure improvement.

Sincerely,



Warren E. Kampf
Chairman

cc: Senator Andrew Dinniman
Representative Carole Rubley
Chester County Commissioners



LOWER PROVIDENCE TOWNSHIP

100 Parklane Drive • Eagleville, PA 19403 • www.lowerprovidence.org
Administration: 610-539-8020 • Fax: 610-539-6347
Police: 610-539-5900 • Fax: 610-630-2219



May 29, 2008

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Public Hearing Testimony for the 2009-2012 Transportation Improvement Program
Support for Route 422 Corridor Projects
Lower Providence Township
Montgomery and Chester Counties, PA

On behalf of Lower Providence Township, Montgomery County, I am pleased to present written testimony to the Delaware Valley Regional Planning Commission to support inclusion of several critical Route 422 Corridor projects in DVRPC's FY 2009-2012 TIP. From DVRPC's draft TIP for public comment, dated April 29, 2008, these projects are as follows:

Item: F.86

- **MPMS# 16489: Old Betzwood Bridge** - This project provides for the replacement of the Old Betzwood Bridge over the Schuylkill River, connecting West Norriton and Upper Merion Townships. This bridge replacement will consist of four lanes with shoulders plus a bicycle/pedestrian path separated from the roadway by barriers (MPMS# 16703). The draft 2009-2012 TIP includes utility and construction funding for FY 2009 and FY 2010.

Lower Providence Township strongly supports this project, and its schedule and funding on DVRPC's draft 2009-2012 TIP.

Item: F.87

- **MPMS# 16490: PA 23 at Old Betzwood Bridge** - This project provides the necessary Southside roadway approach and intersection improvements at PA Route 23 associated with the Betzwood Bridge replacement project (MPMS# 16489), which will reconnect Trooper Road (PA Route 363) to PA Route 23. These improvements, in Upper Merion Township, include a new traffic signal and left-turn lane at PA Route 23 and Trooper Road and an upgraded traffic signal and new left-turn lane at PA Route 23 and Outer Line Drive, both of which are located within Valley Forge National Historical Park. The draft TIP includes construction funding for FY 2010 and FY 2011.

Lower Providence Township strongly supports this project, and its schedule and funding on DVRPC's draft 2009-2012 TIP.

Item: F.88

- **MPMS #16669: PA 363, Trooper Road** - The project, in Lower Providence and West Norriton Townships, provides the necessary north side Trooper Road improvements associated with the Betzwood Bridge replacement project (MPMS# 16489). The Trooper Road improvements will re-establish two-way traffic on Trooper Road at the US Route 422 westbound off-ramp. The improvements will increase capacity and safety, and include a new traffic signal, signs, pavement markings, and minor barrier reconstruction/removal.

Projects MPMS# 16489, MPMS# 16490, and this project, MPMS# 16669, are integral to restoration of the Betzwood Bridge reconnection of PA Route 363/Trooper Road, between the PA Route 363/US Route 422 interchange to the north and PA Route 23 to the south. As the draft TIP includes MPMS# 16669 construction funded for FY 2011, the Township strongly supports this project and its schedule and funding, in conjunction with projects MPMS# 16489 and MPMS# 16490.

- Item: F.89**
- **MPMS# 16703: Old Betzwood Bridge Bike/Pedestrian Trail** - This bike/pedestrian project is being implemented in conjunction with the Old Betzwood Bridge Replacement Project (MPMS# 16489). This bike/pedestrian project will connect the Montgomery County Schuylkill Trail, north of the Schuylkill River, to the Valley Forge National Historical Park, south of the Schuylkill River. It is part of the Montgomery County Planning Commission's recommended trail plan.

This project's construction, on DVRPC's draft TIP, corresponds with the Betzwood Bridge Replacement Construction, funded for FY 2009. Lower Providence Township strongly supports this project and its schedule and funding on DVRPC's draft 2009-2012 TIP.

- Item: F.90**
- **MPMS# 64796: US 422/PA 363 Interchange** - The project, in Lower Providence and West Norriton Townships, consists of several individual components that will result in provision of a full-movement interchange at US 422/PA 363, where today only a partial interchange (southbound on-ramp and northbound off-ramp) exists. These include improvements to the US 422/PA Route 23 interchange and North Gulph Road and widening, with bridge replacement and new bridge construction, of US 422 from the PA Route 363 interchange, south to the US Route 202 interchange.

The draft DVRPC TIP has programmed funding for construction of the entire US 422/PA 363 Interchange Project (MPMS# 64796) for later FYs, beyond FY 2012. While Lower Providence Township strongly supports the entire MPMS# 64796 project, it requests that DVRPC advance, as a top priority, the proposed new westbound US 422 on-ramp from PA Route 363/Trooper Road and the proposed new westbound US Route 422 Audubon off-ramp, for the reasons outlined below.

Importance of US 422 Westbound Ramps to the Township and Region

As you are aware, considerable study and interagency, community and economic development support have been established for MPMS# 64796, the US 422/PA 363 Interchange Project, an element of the "River Crossing Complex" projects. This support culminated in an Interagency Programmatic Agreement in 2002 for the US 422 Corridor Improvements, including the Betzwood Bridge replacement, modernization and reconstruction of the PA Route 23 and PA Route 363 interchanges, and mainline widening of US 422 itself. All of the major stakeholders, including PennDOT, the Federal Highway Administration, the National Park Service, PA Department of Environmental Protection, the PA Historical and Museum Commission, DVRPC, Montgomery and Chester Counties, the five adjacent townships, and federal and state elected officials, have committed and partnered to bringing these sorely needed corridor improvements to fruition. Additionally, federal earmark funding of approximately \$25 million was secured by U.S. Sen. Rick Santorum and U.S. Rep. Curt Weldon for the River Crossing Complex projects. To date, approximately \$13 million has already been applied to advance portions of the project.

Presently, several of the individual projects have been, or are in the process of being, fully engineered for construction. Primary among these is the Old Betzwood Bridge Replacement, including its related PA Route 23 and PA Route 363 (Trooper Road) approaches to the south and north respectively, and the

addition of a pedestrian/bike trail on the new Betzwood Bridge itself. Funding for construction of these individual projects is included on DVRPC's draft FY 2009-2012 TIP and supported by Lower Providence Township. The larger funding and scheduling for the complex US 422 interchange (ramp) improvements at PA Route 23 and PA Route 363, as well as the mainline improvements, are proposed to be deferred to after FY 2012 in DVRPC's published draft TIP. As a whole, the complexity of these interchange and mainline projects, in terms of funding, time schedule, regulatory approvals, right-of-way acquisition, and construction, justifies a schedule that extends beyond the present FY 2009 -2012 TIP.

However, it is Lower Providence Township's desire and preference that several individual project components be advanced earlier than 2013 and beyond. Specifically, the proposed US 422 new westbound ramp from PA Route 363 and westbound off-ramp at Audubon Road satisfies the three mentioned TIP criteria of transportation need, project scale, and constructability. We respectfully request that the Commission reconsider its support, prioritization, and packaging of these ramps, breaking them apart from the larger interchange project and including them in the final 2009-2012 TIP with the necessary funding allocated in the first four years in order for advancement.

- **Transportation Need:** Several recent studies, beginning with the "Projects in the River Crossing Complex" study prepared by Boles, Smyth Associates, Inc. for PennDOT (August 2006), established the need for a full-movements interchange at PA Route 363/Trooper Road, as well as an Audubon Road off-ramp to aid in acceptable interchange operations and to provide needed local and regional connectivity. PennDOT and other key agency representatives fully supported the design at the August 2006 VE/ACTT session for the River Crossing Complex projects, and the ramps above were recommended for early action implementation. The proposed new westbound on- and off-ramps address three-fifths of the necessary movements to improve this interchange's transportation functioning. A separate study, prepared by McMahon Associates Inc. on behalf of and funded by the Township, further justifies the need for, and design of, these ramps. The current need will only be increased with new economic development in the adjacent business park and with the nearby American Revolution Center (ARC) project.
- **Scale:** These proposed westbound on- and off-ramps are largely at-grade, with the only proposed bridge crossing being the new westbound on-ramp over the new westbound off-ramp. All the complexities of reconstruction of the existing PA Route 363 interchange can be largely avoided, including the costs and staging of the several new bridge structures, including the major structure over the US 422 mainline, and the related demands of maintenance and protection of traffic during construction.
- **Constructability:** The construction of the new Audubon Road westbound off-ramp and a new US 422 westbound on-ramp from Trooper Road will occur along an approximate 6000-foot corridor in Lower Providence Township on the east side of US 422. The majority of the construction will occur outside the existing US 422 right-of-way or mainline area, which should cause minimal disruptions to PA Route 363 and US 422 traffic during construction.

While the Township has not established a separate construction and right-of-way cost for these two westbound ramps, the total project cost should be less than \$10 million of the estimated \$145 million contained in DVRPC's draft TIP. As an approximate balance of \$12 million remains from the original \$25 million federal earmark, Lower Providence Township requests that this remainder be applied to these westbound ramp improvements, which if approved by DVRPC and PennDOT, could assist in funding and expediting these ramp improvements in DVRPC's FY 2009-2012 TIP.

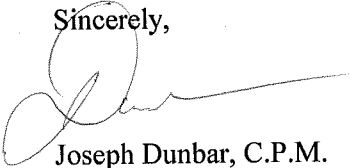
Lower Providence Township Testimony
2009 – 2012 TIP
May 29, 2008

Item: F.91 PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS# 66952)

For the similar reasons of transportation need, scale, and constructability, Lower Providence Township recommends, as a second priority to the westbound PA Route 363 ramp improvements, the relocation of North Gulph Road at PA Route 23 in Upper Merion Township, west of US 422. These at-grade improvements occur outside the mainline and interchange areas of US 422 and will provide new “gateway” opportunities for the Valley Forge National Historical Park. Most importantly, from the traffic operations perspective, they will complete the improved parallel connection to US 422 between PA Route 363 and the US 202/US 422/I-76 interchange needed to maintain area traffic during construction of the US 422 mainline and interchange improvements.

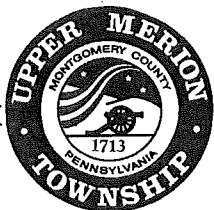
Thank you for your consideration of Lower Providence Township’s testimony. The projects listed are not only important to Lower Providence Township, but are vital for the region as well, and DVRPC and PennDOT have the Township’s full commitment to making them a reality. The financial support and prioritization of the Commission for these transportation projects is essential and we respectfully request your continued support.

Sincerely,



Joseph Dunbar, C.P.M.
Township Manager

Cc: Lower Providence Township Board of Supervisors
Sen. John Rafferty
Rep. Carole Rubley
Rep. Mike Vereb
P. Quinn, GVFTMA
L. Bagley, Montgomery County Planning Commission
M. Caldwell, Valley Forge National Historical Park
K. Madden, West Norriton Township
R. Wagenmann, Upper Merion Township
C. Moore, McMahon Associates



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BELLO & McGRORY, P.C.

May 28, 2008

DVRPC Plan/TIP/Conformity Comments
190 North Independence Mall West
8th Floor
Philadelphia, PA 19106

Attn: DVRPC Public Affairs Office

Sub: MPMS #66952 Testimony for Draft Fiscal Year 2009 – 2012
Transportation Improvement Program (TIP)

To Whom It May Concern:

Upper Merion Township and the Upper Merion Transportation Authority (UMTA) are requesting this letter be entered as testimony regarding MPMS #66952 in the DVRPC FY 2009 – 2012 Draft TIP for Public Comment. As currently listed in the Project Description for MPMS# 64796 - US 422/PA 363 Interchange MPMS #66952 refers to the "PA 23/US 422 Interchange and North Gulph Road Improvements" and is not currently listed as a stand-alone project on the TIP (see attached). We request that the MPMS # 66952 project be extracted from the overall MPMS #64796 TIP listing so that it may proceed in an independent manner.

The PA 23/US 422 Interchange Project was identified in the Valley Forge Area Transportation Planning Study (VFATPS, 2002) where several partners including Federal Highway Administration (FHWA), PA Department of Transportation (PennDOT), the National Park Service (NPS), Montgomery and Chester Counties and five Townships had come to recognize that they have a great deal in common regarding the need to address traffic congestion in the US 422 Corridor. The program to advance these projects was outlined in a December 2002 Programmatic Agreement with the Federal Highway Administration and the National Park Service. In addition to these partners in the planning study, the transportation needs along US 422 resulted in the formation of the US 422 Corridor Coalition, which is an open forum where transportation and planning organizations, corporations, municipal governments, and elected officials meet to discuss transportation issues important to the US 422 Corridor.

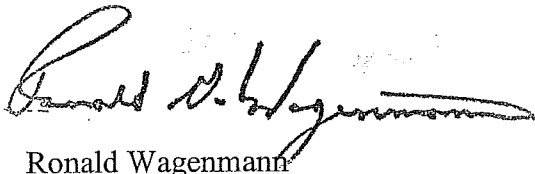
The PA 23/US 422 Interchange and North Gulph Road Improvement Project is a key element of the US 422 "River Crossing Complex" (RCC) Projects that was successful in obtaining/utilizing several earmarks to help remedy the daily traffic congestion in this region including: \$20 Million in SAFETEA-LU for the RCC Projects Listed as one of 20 Projects of National & Regional Significance, \$1 Million for Early Action US 422 Interim Project in SAFETEA-LU, \$3.8 Million for Valley Forge National Historical Park Access in TEA-21.

The project Steering Committee participated in a cooperative effort to define and act on the transportation problems that confront the Valley Forge area and its communities. This effort resulted in Committee receipt of the Governor's Award for Local Government Excellence in 2007 for their focus in addressing major problems in the US 422 Schuylkill River Crossing area including:

- Modify PA 23 Interchange, the primary access to Valley Forge Park
- Provide a Long Term Solution (RCC Project) that can be constructed in Smaller Pieces (Early Actions). Each Smaller Project must provide independent benefit and be Consistent with Overall RCC.
- First Early Action – US 422 West Interim Project currently under construction to provide a third lane over the Schuylkill River

We request that this project be reconsidered as a stand-alone project for additional project funding given the level of regional commitment from the Project Sponsors and the US 422 Corridor Coalition to address regional congestion. We appreciate your consideration of this program modification to address the Department's current priorities and the area's transportation needs. If you should have any questions or require additional information please feel free to call me.

Sincerely,



Ronald Wagenmann
Upper Merion Township Manager
Upper Merion Transportation Authority Executive Secretary

Cc: Scott Sibley, Upper Merion Township Board of Supervisors
Leo Bagley, Montgomery County Planning Commission
Les Toaso, PennDOT District 6-0 Executive
Linda Guarini, PennDOT District 6-0 Programming Unit
Mike Caldwell, Valley Forge National Historical Park

DVRPC FY 2009-2012 TIP for PA Pennsylvania - Highway Program

Draft for Public Comment

Montgomery

MPMS# 64796 **US 422 / PA 363 Interchange**
 AQ Code 2030M Part 2 of River Crossing Complex
 Major SOV Capacity Full-movement interchange and ramp
 Subcorr(s): 1A, 9B West Norriton Township; Lower Providence Township

This project provides for a full-movement interchange at PA 363, including an east bound off ramp and west bound on ramp, as well as modifying existing ramps as necessary and adding an additional WB off-ramp at Adams Avenue.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

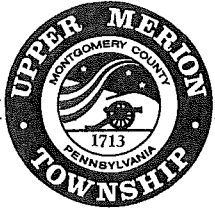
- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance is programmed as MPMS #74648.

NOTE INTERIM IMPROVEMENTS 74648

SAFETEA DEMO #20 - \$800,000 of \$20 MILLION DEMO PROGRAMMED IN FY07

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS					116,000
CON	581					29,000
Fiscal Year Total		0	0	0	0	145,000
		Total FY 09-12				0



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May 28, 2008

DVRPC Plan/TIP/Conformity Comments
190 North Independence Mall West
8th Floor
Philadelphia, PA 19106

Attn: DVRPC Public Affairs Office

Sub: MPMS #48172 Testimony for Draft Fiscal Year 2009 – 2012 TIP

To Whom It May Concern:

Upper Merion Township and the Upper Merion Transportation Authority (UMTA) are requesting this letter be entered as testimony regarding MPMS #48172 in the DVRPC FY 2009 – 2012 Draft TIP for Public Comment. As currently listed, MPMS #48172 refers to the “PA 23 Relocation at Allendale Rd. and Beidler Rd.” project and allocates \$57 million in Later Fiscal Years. From the description, the project entails construction of a four lane uncontrolled highway for 3.5 miles between US 422 and US 202 with a “Major SOV Capacity” classification. This listing has been a long-standing objective within the Township’s Comprehensive Plan and, to date, has been funded by the UMTA to develop design concepts and prepare environmental clearance documentation as an Environmental Impact Statement (EIS).

In light of the current transportation funding initiative to advance reconstruction of Structurally Deficient (“SD”) bridges, UMTA directed their engineer, Boles, Smyth Associates, Inc. to re-analyze the project. On April 8, 2008 the UMTA presented the re-scoped SR 0023 Trout Creek Bridge Replacement Project to PennDOT 6-0 and on April 9, 2008 PennDOT held a Scoping Field View with Federal Highway Administration (FHWA). Instead of the 3.5 mile relocation, the re-scoped project will construct a new SR 0023 bridge over Trout Creek between Moore Road and Beidler Road (SR 3029), eliminate the existing “SD” SR 0023 Trout Creek bridge and remedy the bridge approaches that have resulted in a five year Priority Rank #1 for Mid-Block crash locations over 1000 feet with a minimum 15 accidents. With over 20,000 Average Annual Daily Traffic and no viable State Route detour, reconstruction of the bridge represents a critical Township priority link to regional facilities.

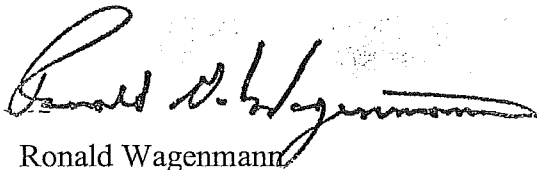
At the meetings listed above, the UMTA offered a partnership with PennDOT and agreed to fund the Environmental Clearance (re-scoped as a Categorical Exclusion Evaluation Level 2) and Preliminary Engineering phases through Design Field View, with the Department funding the final design through construction phases. To further their commitment, the UMTA and Boles, Smyth Associates attended the April 15, 2008 District Executive Meeting to outline a unique and

aggressive Project Development Program from Scoping Field View through Plans, Specifications & Estimates (PS&E) submittal in or before October, 2010. Key components of the program are a Pro Team Session that will be held in July/August, 2008; advancement of critical linear processes in a parallel manner; use of Final Design level base mapping from the start of the project; and early coordination with specific agencies to preview permit requirements.

The UMTA requests that PennDOT and DVRPC revise the 2009 – 2012 TIP listing for MPMS #48172 (\$57 million for PA 23 Relocation) to reflect the attached Fiscal Year 2009 and 2010 funding for Final Design, Right-of-Way, Utilities and Construction. The re-scoped project funding estimate has been reduced from \$57 million to \$9 million. The new estimate will be analyzed for further reduction at the Pro Team Session and/or through UMTA negotiations with potential private developments in the project area.

We appreciate your consideration of this cost reducing program modification to address the Department's current priorities and the area's transportation needs. If you should have any questions or require additional information please feel free to call me.

Sincerely,



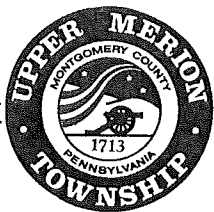
Ronald Wagenmann
Upper Merion Township Manager
Upper Merion Transportation Authority Executive Secretary

Cc: Scott Sibley, Upper Merion Township Board of Supervisors
Leo Bagley, Montgomery County Planning Commission
Les Toaso, PennDOT District 6-0 Executive
Linda Guarini, PennDOT District 6-0 Programming Unit

**Funding Request - MPMS #48172
Upper Merion Township, Montgomery County**

DVRPC TIP Project Detail - SR 0023/Trout Creek Bridge

Montgomery						
MPMS # 48172		SR 0023 Bridge Replacement Over Trout Creek with Approach Improvements (BMS# 46-0023-0090-1828)				
AQ Code: R1?		PA 23 from Moore Road to Fifth Avenue Upper Merion Township				
Not SOV Capacity SubCorr(s):		This project would replace a structurally deficient two lane SR 0023 Bridge (Rating = 4) and correct the geometric deficiencies along the approaches in a manner that does not require a detour, provide safe ingress/egress from local Mancill Mill Road and Beidler Road (S.R. 3029) on either end of the bridge, and establishes lane continuity along one of Upper Merion Township's primary routes (PA 23) to US 422.				
		TIP Program Years (\$000)				
Phase	Fund	2009	2010	2011	2012	Later FYs
FD		480				0
FD		120				0
ROW		600				0
ROW		150				0
UTIL			520			0
UTIL			130			0
CON			5600			0
CON			1400			0
Fiscal Year Total		1350	7650	0	0	0
Total FY 09-12 Cost					9000	



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May 28, 2008

DVRPC Plan/TIP/Conformity Comments
190 North Independence Mall West
8th Floor
Philadelphia, PA 19106

Attn: DVRPC Public Affairs Office

Sub: MPMS #68064 Testimony for Draft Fiscal Year 2009 – 2012 TIP

To Whom It May Concern:

Upper Merion Township and the Upper Merion Transportation Authority (UMTA) are requesting this letter be entered as testimony regarding MPMS #68064 in the DVRPC FY 2009 – 2012 Draft TIP for Public Comment. While \$11 Million in construction funding was allocated for this I-76 West Ramps Phase 1 – Henderson/Gulph Road Widen Project in the originally adopted FY 2007 – 2011 TIP; this funding was deferred by a January 2007 DVRPC TIP action.

This project is the top roadway project priority of the Township. It includes construction of a new I-76 West off ramp and relocation of the existing I-76 West on ramp to tie directly into the South Gulph and South Henderson Road intersection. It also includes widening of South Gulph and South Henderson Road in the intersection area, as well as construction of a sound wall along the new on ramp. The interchange improvements provide needed safety benefits to the expressway (PennDOT Crash Cluster Priority Rank 2) due to provision of full standard acceleration/deceleration lanes. The intersection improvements also provide safety benefits to the arterials (PennDOT Crash Cluster Priority Rank 5 and 17) due to relocation of the on ramp entrance from a mid-block condition to a signalized intersection with protected turn lane. Lastly, the proposed noise wall will provide meaningful abatement to Township residents and fulfill a commitment to former PA State Senator Tilghman and to PA State Senator Williams.

At this time, final design has progressed to the point where the Plans, Specifications & Estimates package could be submitted well before the listed February 2011 Let Date. PennDOT has acquired all seven (7) total acquisitions parcels for the project and is close to obtaining the partial acquisitions required for Right-of-Way clearance. All structures on the properties totally acquired by PennDOT have been razed.

Utility relocations for this project are minimal and limited to relocation of utility poles, overhead wires and PennDOT-owned Intelligent Transportation System fiber optic lines. Coordination with the affected utility companies has been initiated.

What people do for themselves dies with them; what people do for their community lives on . . .

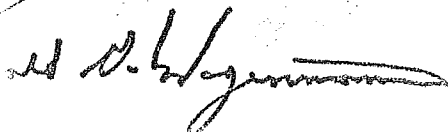
DVRPC Plan/TIP/Conformity Comments

May 28, 2008

Page 2

In summary, the Township appreciates the past commitment to funding the construction of this important project and requests that the Draft FY 2009 – 2012 TIP be revised to move \$250,000 Utility, \$750,000 Right-of-Way and \$13.5 Million Construction dollars into Fiscal Years 2009 and 2010. If you should have any questions or require additional information please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald Wagenmann". The signature is written in a cursive style with a long horizontal flourish at the end.

Ronald Wagenmann

Upper Merion Township Manager

Upper Merion Transportation Authority Executive Secretary

Cc: Scott Sibley, Upper Merion Township Board of Supervisors
Leo Bagley, Montgomery County Planning Commission
Les Toaso, PennDOT District 6-0 Executive
Linda Guarini, PennDOT District 6-0 Programming Unit



United States Department of the Interior

NATIONAL PARK SERVICE
Valley Forge National Historical Park
1400 North Outer Line Drive
King of Prussia, PA 19406-1009

IN REPLY REFER TO:

A88 VAFO(P)

June 2, 2008

Memorandum

To: Delaware Valley Regional Planning Commission

From: Superintendent, Valley Forge National Historical Park

Subject: Comment on Draft TIP Related to the Route 422 Corridor

Thank you for the opportunity to comment on the Draft Transportation Improvement Plan. I write to you to let you know of the support of Valley Forge National Historical Park for projects that will alleviate congestion in and around the national park.

The park is a member of both the US Route 422 Corridor Coalition and also the Greater Valley Forge TMA. The coalition came together in 2001 and comprises over 40 public and private sector members along the US Route 422 corridor in Montgomery and Chester counties. The coalition is dedicated to improving transportation and the quality of life in those communities along US Route 422 and the entire region.

The National Park Service strongly supports the continued and expedited funding of the US 422 River Crossing Complex projects. These include:

- the modernization of the PA 23/US 422 interchange with the relocation of North Gulph Rd (MPMS #48172);
- improvements of PA 363/US 422 interchange with new ramps to and from US 422 west of the interchange (MPMS #64796); and
- construction of US 422 (new) expressway bridge across the Schuylkill River (MPMS # 70197).

The Valley Forge area is confronted with congestion on a daily basis and all the stake holders in this region understand that US 422 is the key contributor to the problem. US 422 is a vital link in the transportation system of the Valley Forge area and the congestion created from the current Schuylkill River crossing is severe. The adjacent communities and Valley Forge National Historical Park are severely impacted from the spill-over traffic that is forced on to the local roadways.

Completion of the River Crossing Complex will improve local access and mobility and will strengthen the region's transportation network.

The park has worked with the Valley Forge Area Transportation Planning Study coalition of federal, state, and local governments and civic organizations since 2001 to develop a mutual and effective approach to the problems we all share. The River Crossing Complex is the solution. I thank you for your time and your support of the projects in the 422 Corridor.

A handwritten signature in black ink, reading "Michael A. Caldwell". The signature is written in a cursive style with a large initial "M".

Michael A. Caldwell

cc: Shayne Trimbell, 422 Coalition



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JOSEPH A. BYRNES • BRIAN J. KENNEDY • GEORGE J. STOJANOVICH

TOWNSHIP MANAGER
KAREN E. MADDEN

May 29, 2008

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Public Hearing Testimony for the 2009-2012 Transportation Improvement Program
Support for Route 422 Corridor Projects
West Norriton Township
Montgomery and Chester Counties, PA

On behalf of West Norriton Township, Montgomery County, I am pleased to present written testimony to the Delaware Valley Regional Planning Commission to support inclusion of several critical Route 422 Corridor projects in DVRPC's FY 2009-2012 TIP. From DVRPC's draft TIP for public comment, dated April 29, 2008, these projects are as follows:

- Item: F.96** • **MPMS# 16489: Old Betzwood Bridge** - This project provides for the replacement of the Old Betzwood Bridge over the Schuylkill River, connecting West Norriton and Upper Merion Townships. This bridge replacement will consist of four lanes with shoulders plus a bicycle/pedestrian path separated from the roadway by barriers (MPMS# 16703). The draft 2009-2012 TIP includes utility and construction funding for FY 2009 and FY 2010.

*West Norriton Township **strongly supports** this project, and its schedule and funding on DVRPC's draft 2009-2012 TIP.*

- Item: F.97** • **MPMS# 16490: PA 23 at Old Betzwood Bridge** - This project provides the necessary southside roadway approach and intersection improvements at PA Route 23 associated with the Betzwood Bridge replacement project (MPMS# 16489), which will reconnect Trooper Road (PA Route 363) to PA Route 23. These improvements, in Upper Merion Township, include a new traffic signal and left-turn lane at PA Route 23 and Trooper Road and an upgraded traffic signal and new left-turn lane at PA Route 23 and Outer Line Drive, both of which are located within Valley Forge National Historical Park. The draft TIP includes construction funding for FY 2010 and FY 2011.

*West Norriton Township **strongly supports** this project, and its schedule and funding on DVRPC's draft 2009-2012 TIP.*

RHEA L. GALLAGHER, SECRETARY • ROBERT J. KERNS, SOLICITOR • ROBERT P. ADAMS, CHIEF OF POLICE
THOMAS F. CINAGLIA, PUBLIC WORKS DIRECTOR/CODE ENFORCEMENT OFFICER
JONATHAN W. DZEDZY, PARKS & RECREATION DIRECTOR • ROSALIE F. GORDON, FINANCE ADMINISTRATOR

1630 WEST MARSHALL STREET • JEFFERSONVILLE, PA 19403-3236
PHONE: 610.631.0450 • FAX: 610.630.0304 • WWW.WESTNORRITONTWP.ORG

- Item: F.98**
- **MPMS #16669: PA 363, Trooper Road** - The project, in West Norriton and Lower Providence Townships, provides the necessary northside Trooper Road improvements associated with the Betzwood Bridge replacement project (MPMS# 16489). The Trooper Road improvements will re-establish two-way traffic on Trooper Road at the US Route 422 westbound off-ramp. The improvements will increase capacity and safety, and include a new traffic signal, signs, pavement markings, and minor barrier reconstruction/removal.

Projects MPMS# 16489, MPMS# 16490, and this project, MPMS# 16669, are integral to restoration of the Betzwood Bridge reconnection of PA Route 363/Trooper Road, between the PA Route 363/US Route 422 interchange to the north and PA Route 23 to the south. As the draft TIP includes MPMS# 16669 construction funded for FY 2011, the Township strongly supports this project and its schedule and funding, in conjunction with projects MPMS# 16489 and MPMS# 16490.

- Item: F.99**
- **MPMS# 16703: Old Betzwood Bridge Bike/Pedestrian Trail** - This bike/pedestrian project is being implemented in conjunction with the Old Betzwood Bridge Replacement Project (MPMS# 16489). This bike/pedestrian project will connect the Montgomery County Schuylkill Trail, north of the Schuylkill River, to the Valley Forge National Historical Park, south of the Schuylkill River. It is part of the Montgomery County Planning Commission's recommended trail plan.

This project's construction, on DVRPC's draft TIP, corresponds with the Betzwood Bridge Replacement Construction, funded for FY 2009. West Norriton Township strongly supports this project and its schedule and funding on DVRPC's draft 2009-2012 TIP.

- Item: F.100**
- **MPMS# 64796: US 422/PA 363 Interchange** - The project, in West Norriton and Lower Providence Townships, consists of several individual components that will result in provision of a full-movement interchange at US 422/PA 363, where today only a partial interchange (southbound on-ramp and northbound off-ramp) exists. These include improvements to the US 422/PA Route 23 interchange and North Gulph Road and widening, with bridge replacement and new bridge construction, of US 422 from the PA Route 363 interchange, south to the US Route 202 interchange.

The draft DVRPC TIP has programmed funding for construction of the entire US 422/PA 363 Interchange Project (MPMS# 64796) for later FYs, beyond FY 2012. While West Norriton Township strongly supports the entire MPMS# 64796 project, it requests that DVRPC advance, as a top priority, the proposed new westbound US 422 on-ramp from PA Route 363/Trooper Road and the proposed new westbound US Route 422 Audubon off-ramp, for the reasons outlined below.

Importance of US 422 Westbound Ramps to the Township and Region

As you are aware, considerable study and interagency, community and economic development support have been established for MPMS# 64796, the US 422/PA 363 Interchange Project, an element of the "River Crossing Complex" projects. This support culminated in an Interagency Programmatic Agreement in 2002 for the US 422 Corridor Improvements, including the Betzwood Bridge replacement, modernization and reconstruction of the PA Route 23 and PA Route 363 interchanges, and mainline widening of US 422 itself. All of the major stakeholders, including PennDOT, the Federal Highway Administration, the National Park Service, PA Department of Environmental Protection, the PA

Historical and Museum Commission, DVRPC, Montgomery and Chester Counties, the five adjacent townships, and federal and state elected officials, have committed and partnered to bringing these sorely needed corridor improvements to fruition. Additionally, federal earmark funding of approximately \$25 million was secured by U.S. Sen. Rick Santorum and U.S. Rep. Curt Weldon for the River Crossing Complex projects. To date, approximately \$13 million has already been applied to advance portions of the project.

Presently, several of the individual projects have been, or are in the process of being, fully engineered for construction. Primary among these is the Old Betzwood Bridge Replacement, including its related PA Route 23 and PA Route 363 (Trooper Road) approaches to the south and north respectively, and the addition of a pedestrian/bike trail on the new Betzwood Bridge itself. Funding for construction of these individual projects is included on DVRPC's draft FY 2009-2012 TIP and supported by West Norriton Township. The larger funding and scheduling for the complex US 422 interchange (ramp) improvements at PA Route 23 and PA Route 363, as well as the mainline improvements, are proposed to be deferred to after FY 2012 in DVRPC's published draft TIP. As a whole, the complexity of these interchange and mainline projects, in terms of funding, time schedule, regulatory approvals, right-of-way acquisition, and construction, justifies a schedule that extends beyond the present FY 2009 -2012 TIP.

However, it is West Norriton Township's desire and preference that several individual project components be advanced earlier than 2013 and beyond. Specifically, the proposed US 422 new westbound ramp from PA Route 363 and westbound off-ramp at Audubon Road satisfies the three mentioned TIP criteria of transportation need, project scale, and constructability. We respectfully request that the Commission reconsider its support, prioritization, and packaging of these ramps, breaking them apart from the larger interchange project and including them in the final 2009-2012 TIP with the necessary funding allocated in the first four years in order for advancement.

- **Transportation Need:** Several recent studies, beginning with the "Projects in the River Crossing Complex" study prepared by Boles, Smyth Associates, Inc. for PennDOT (August 2006), established the need for a full-movements interchange at PA Route 363/Trooper Road, as well as an Audubon Road off-ramp to aid in acceptable interchange operations and to provide needed local and regional connectivity. PennDOT and other key agency representatives fully supported the design at the August 2006 VE/ACCT session for the River Crossing Complex projects, and the ramps above were recommended for early action implementation. The proposed new westbound on- and off-ramps address three-fifths of the necessary movements to improve this interchange's transportation functioning. A separate study, prepared by McMahon Associates Inc. on behalf of and funded by the Township, further justifies the need for, and design of, these ramps. The current need will only be increased with new economic development in the adjacent business park and with the nearby American Revolution Center (ARC) project.
- **Scale:** These proposed westbound on- and off-ramps are largely at-grade, with the only proposed bridge crossing being the new westbound on-ramp over the new westbound off-ramp. All the complexities of reconstruction of the existing PA Route 363 interchange can be largely avoided, including the costs and staging of the several new bridge structures, including the major structure over the US 422 mainline, and the related demands of maintenance and protection of traffic during construction.
- **Constructability:** The construction of the new Audubon Road westbound off-ramp and a new US 422 westbound on-ramp from Trooper Road will occur along an approximate 6000-foot

corridor in Lower Providence Township on the east side of US 422. The majority of the construction will occur outside the existing US 422 right-of-way or mainline area, which should cause minimal disruptions to PA Route 363 and US 422 traffic during construction.

While the Township has not established a separate construction and right-of-way cost for these two westbound ramps, the total project cost should be less than \$10 million of the estimated \$145 million contained in DVRPC's draft TIP. As an approximate balance of \$12 million remains from the original \$25 million federal earmark, West Norriton Township requests that this remainder be applied to these westbound ramp improvements, which if approved by DVRPC and PennDOT, could assist in funding and expediting these ramp improvements in DVRPC's FY 2009-2012 TIP.

Item: F.100 PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS# 66952)

For the similar reasons of transportation need, scale, and constructability, West Norriton Township recommends, as a second priority to the westbound PA Route 363 ramp improvements, the relocation of North Gulph Road at PA Route 23 in Upper Merion Township, west of US 422. These at-grade improvements occur outside the mainline and interchange areas of US 422 and will provide new "gateway" opportunities for the Valley Forge National Historical Park. Most importantly, from the traffic operations perspective, they will complete the improved parallel connection to US 422 between PA Route 363 and the US 202/US 422/I-76 interchange needed to maintain area traffic during construction of the US 422 mainline and interchange improvements.

Thank you for your consideration of West Norriton Township's testimony. The projects listed are not only important to West Norriton Township, but are vital for the region as well, and DVRPC and PennDOT have the Township's full commitment to making them a reality. The financial support and prioritization of the Commission for these transportation projects is essential and we respectfully request your continued support.

Sincerely,



Karen E. Madden
Township Manager

cc: Senator Rafferty
State Rep. Rubley
State Rep. Vereb
P. Quinn, GVFTMA ✓
L. Bagley, MCPC
M. Caldwell, Valley Forge National Historical Park
J. Dunbar, Lower Providence Township
R. Wagenmann, Upper Merion Township
C. Moore, McMahon Associates

TIP Plan Comments

From: John Boyle [john@bicyclecoalition.org]
Sent: Monday, June 02, 2008 3:30 PM
To: TIP Plan Comments
Subject: Bicycle Coalition Of Greater Philadelphia - TIP and NJ Capital Program Comments

TIP Comments The Bicycle Coalition of Greater Philadelphia

General Comments

Item: F.102

Given the concerns ranging from energy independence, global warming and the benefits of physical activity, bicycling and walking should be entitled to a larger piece of the transportation funding pie. Funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle and pedestrian traffic deaths.

Item: F.103

We oppose SOV Capacity Projects unless adequate bicycle facilities are included in the right of way or if that is not possible along the same corridor.

Comments on the PA TIP

Item: F.104

We applaud PENNDOT for the adoption of the Bicycle Pedestrian Checklist, however there continues to be internal resistance at the agency to stripe bike lanes. Much of the problem lies with the Bicycle Occupancy Permit which prevents the routine inclusion of bicycle facilities on state roads.

Item: F.105

District 6-0 Needs a full time bicycle and pedestrian coordinator

Bucks County Comments

Item: F.106

1 - MPMS# 57624 - Woodbourne Road and Lincoln Highway Middletown Township

Widening of both intersections to provide additional through lanes on Woodbourne Road, dual left turn lanes on East Lincoln Highway, right turn lanes on Old Lincoln Highway and traffic signal upgrades.

This urban intersection is extremely dangerous for non-motorized users. We oppose this project unless sufficient design changes are made improve the safety of bicyclists and pedestrians.

Item: F.107

2 - MPMS# 57626 - Trenton Road at Bristol-Oxford Road Intersection Improvements

This is Bicycle PA route E and thus should include bike lanes and advance stop lines for bikes at the intersection

Item: F.108

3 - Scudder Falls Bridge Project

Our support for the Scudder Falls Bridge Project is contingent upon the inclusion of a bicycle and pedestrian pathway.

Philadelphia County Comments

Item: F.109

1 - MPMS# 17816 Chestnut Street (Bridge) (p.8)

Create a curb cut at the north sidewalk and a mid-block crosswalk to allow eastbound bike traffic to access the ramp down to Schuylkill River Park and to allow bikes leaving the ramp to safely access the street.

Item: F.110

2 - MPMS# 69828 Market Street (2 Structures) p. 25 and

6/5/2008

MPMS# 72793 Market Street Enhancement p. 29

Create a curb cut at the sidewalk and a mid-block crosswalk to allow westbound bike traffic to access the ramp down to Schuylkill River Park and to allow bikes leaving the ramp to safely access the street going eastbound or westbound.

Item: F.111

3 - MPMS# 69913 (Gray's Ferry Bridge) p. 26

Shift the two travel lanes toward the center line to create buffered (separated) bike lanes across the bridge.

Item: F.112

4 - MPMS# 77477 (*Schuylkill River Park & Trail-Phase IIIB-North*)

This project should include an improved bike/ped crosswalk on MLK Drive to permit bicyclists and pedestrians to safely cross the street northward to get to the outbound bike lane and sidewalk and southward to get onto the Schuylkill River Trail.

Comments on the NJ TIP and NJ Capital Program

NJ should adopt a complete streets requirement tied to any state transportation funds including Local Aid.

There should be incentives built into Local Aid funds to encourage counties and municipalities to create and implement local bicycle and pedestrian plans.

There is an overall lack of bicycle and pedestrian projects in the TIP. The TIP is the most transparent document available to the public. Regardless of how bike-ped projects are funded or where they are in the pipeline they should be considered transportation projects and included in the TIP.

We applaud the efforts of NJDOT's rapid design team, that expedites quick fix pedestrian projects on state highways. This little known but excellent program should be better publicized as a model DOT project.

Create a consistent fix-it-first policy for all state transportation agencies, including NJDOT and the New Jersey Turnpike Authority.

Boost funding for the NJFIT program to ensure continued progress on smart growth projects.

NJ TRANSIT

Policy Statement - Eliminate holiday bike restrictions on all NJT Trains . This rule which has no documented correlation with passenger capacity and should be replaced with the normal policy of enabling conductors to use their discretion to disallow bikes based on crowding conditions.

T210 - Use Transit Enhancements Funds to install vertical bicycle racks on the Atlantic City Line and the Northeast Corridor Line.

County Highway Programs

Burlington-Mercer County

02390 Funding allocated for the Delaware River Heritage trail is only a fraction of what is needed to complete the trail, increase investment and prioritize. This is the only regional trail project listed on the NJ TIP.

Burlington County

T524 Burlink Shuttle - Equip all buses with bike racks to increase reliability of bike on bus access. Restore

service cut in early 2008. Investigate feasibility of joint SEPTA service between Palmyra and Frankford Transportation Center in Philadelphia.

95078B1 - Campus Drive

Include sidewalks and shoulders for bicycle travel. As well as a pedestrian crossing on Route 130

01356 Crafts Creek Bridge At Route 130 -

Why are sidewalks not included? This bridge appears to be part of the proposed alignment to the Delaware River Heritage Trail? In the 2003 State of trail report states It is anticipated that a side path available for walking and cycling will be provided between Burlington Street in Bordentown Township and Hornberger Avenue in Roebling..

Mercer County

DRJTBC - Include a bicycle and pedestrian pathway on the new Scudder Falls Bridge.

Camden County

DRPA - Seek transportation funds and economic development funds to design and build ADA accessible ramps on the north and south walkways of the Ben Franklin Bridge in Camden.

Gloucester County -

Connect the Monroe Township Bike Path to the west campus of Rowan University
Prioritize projects to implement the newly created Gloucester County Trails plan

Gulph Mills Civic Association

Mail Address: P.O. Box 60364, King of Prussia, PA 19406

Village of Gulph Mills, Upper Merion, PA

DATE: May 12, 2008

TO: FY 2009-2012 TIP for PA Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

FROM: Rich Dougert
President, GMCA
(610) 825-4292

RE: Henderson Road Ramps, I-76, Westbound (MPMS# 68064) Interchange
Improvement [formerly 2003 Tip #8745 & MPMS #16211]

On behalf of 840 families in the Gulph, we ask that DVRPC Staff, the RTC, and the Board consider the attached comments and evaluation summary.

We respectfully ask that the RTC and the DVRPC Board advance the construction of the Henderson Road Ramps, I-76 Westbound, to the first four years of the 2009 Pennsylvania TIP.

Please resist any proposed Amendments to the TIP that would further delay this long overdue project. This improvement is critical to the safety of the motoring public as well as to the residents in the historic village of Gulph Mills, and is integral to the Delaware Valley Freight Corridors Initiative.

Please do not hesitate to call with any questions.

Thank you.

Henderson Road Ramps, Westbound, I-76, Schuylkill Expressway

Consistency with DVRPC Transportation & Land Use Policies

EVALUATION SUMMARY

**DVRPC HORIZONS
2030 PLAN Component:**

**Tip Project: Henderson Road Ramps, I-76, Westbound
[MPMS # 68064] (former 2003 Tip #8745)**

Consistency with
the Land Use Vision
and Goals

Improves transportation within an area which has already been largely urbanized. Reduces existing congestion and truck traffic in residential neighborhoods. Improves bus access to an important intermodal transit center.

Suitability of
Project within
Land Use Type

The Plan's policies indicate that major road projects are appropriate under certain conditions. The project enhances travel between areas already developed. Enhances highway goods movement and keeps trucks on Interstate system instead of local residential roads. Eliminates the need for heavy trucks to cross a 200 year old, stone arch bridge on the historic register, thereby preserving its structural integrity and avoiding significant costs to rehabilitate and difficult lengthy detours to corporate employment centers.

Centers Served

The proposed project will improve access to the Henderson, Church, Hansen Access Roads Industrial Centers, the Renaissance Corporate Park and to the King of Prussia/Valley Forge metro sub-center.

Traffic Congestion
Relief

Reduces congestion on Trinity Lane and South Gulph Road as well as on other residential roads in the region, transferring traffic to a safer, faster alternative, the Interstate Highway System.

Air Quality Impacts

The project will shorten many truck trips. Local Emissions of CO and NO will be reduced. The project will improve access for SEPTA buses to the Gulph Mills station of the Route 100 Norristown High Speed Line, increasing transit as a viable alternative at this existing intermodal center.

**DVRPC HORIZONS
2030 PLAN Component:**

**Tip Project: Henderson Road Ramps, I-76, Westbound
[MPMS # 68064] (former 2003Tip #8745)**

Freight Impacts

The project will provide more direct access to and from I-76 from several industrial parks, including Hansen access road, Church Road Industrial Park, Gulph Mills Business Park and Renaissance Corporate Park. The project can reduce truck traffic from local residential collectors and arterial roadways.

**Mobility
Enhancement**

Enhances opportunities for connections among transportation modes and to take greater advantage of existing nearby transit services. The project enhances access to areas of the region which have seen large growth in the past three decades. It enhances mobility in the Keystone Corridor in PennDOT's PennPlan Moves. The corridor is also served by the Route 100 High Speed Rail Line and several SEPTA bus routes.

Other Policies

The project is consistent with the 2025 & 2030 policies of promoting retention and expansion of businesses; and improving access to areas of major employment concentrations.

A CASE FOR CONSTRUCTION OF THE HENDERSON ROAD I-76 RAMPS (WESTBOUND ONLY, ON & OFF) TO THE FIRST FOUR YEARS OF 2009 TIP

THE PROBLEM:

- Trinity Lane/ South Gulph Road corridor from I-76 Gulph Mills exit ramps to Henderson Road is the **most congested residential neighborhood** in Upper Merion Township
- DVRPC traffic counts indicate that average daily traffic counts exceed **27,500** vehicles per day (Year 2000) on this two lane road roadway through the heart of the historic, residential Village of Gulph Mills
- DVRPC traffic counts indicate that average daily traffic counts have grown significantly in past few years
- Current traffic counts don't even reflect the recent and continuing buildout of the Renaissance Corporate Park, with 2.2 million square feet of commercial office space, which could add more than **10,000 new vehicle trips** to this area
- Current traffic counts don't reflect new commercial office development currently approved along South Gulph Road North of Henderson Road (e.g. Nave Newel's 50,000 square foot office development & Universal Health Care 43,000 square feet), nor the planned redevelopment of Philadelphia Gear site and surrounding areas to permit another **1 million square feet** of commercial office and retail, adding perhaps **5000** new commuters to the South Gulph Road corridor.
- Much of the existing traffic is headed for Henderson Road, including **many large trucks** headed for UMT's industrial districts along Henderson, Church, and Hansen Access Roads, plus the new Industrial Park off Henderson at Shoemaker Road currently building out.

- Peak hour traffic (7-9 am and 4-6:30pm) often crawls along at under 10 miles per hour in this residential neighborhood

- Any accident or congestion on I-76 westbound between Gulph Mills and Route 202 causes immediate congestion at all times of the day and night through this residential neighborhood

- Unnecessary delays for residents trying to get to work, school, etc

- Unnecessary delays for commuters trying to get to work in UMT

- Unnecessary delays for SEPTA buses trying to access the Gulph Mills Station (Trinity Lane) of the Route 100 Norristown High Speed Line

- Unnecessary delays for businesses located in UMT's industrial districts

- Pollution and negative health impacts to this residential neighborhood, as well as Trinity Nursery School children

- Wasted time & man hours; added stress and loss of productivity

- Loss of property values; growing perception of UMT as a difficult place to work or to live, instead of DVRPC vision as a key metro sub-center

- Decreased rents and property values / assessments for owners of commercial office space; decreased rateables and tax revenue for the township and school district; harder to lease up space and to attract new employers to the township

- Existing congestion impedes access by emergency vehicles (ambulance, fire and police) creating a real danger to the health, safety and welfare of the public.

THE SOLUTION:

Accelerated construction of the long planned Henderson Road I-76 Schuylkill Expressway Westbound on and off ramps (MPMS # 68064)

WHY?

- Would keep much of the westbound commuter and truck traffic on the Federal Interstate Highway System for another 1.5 miles, and closer to their intended destinations, instead of adding congestion, pollution and safety hazards to the heart of the historic, residential Village of Gulph Mills.
- Studies more than 15 years ago projected these Ramps would take 8,000 to 10,000 vehicles a day off of the I-76 Balligomingo Ramp and out of the residential Village.
- Today, the planned Henderson Ramps may in fact just help mitigate the expected influx of new traffic as a result of already approved new commercial office construction in the Renaissance Corporate Park, not to mention the additional vehicle trips that would be generated by the contemplated redevelopment of several large South Gulph Road parcels with more than 1 million square feet of new commercial office space.
- The relocated Westbound on-ramp to I-76 would encourage Renaissance Corporate Park traffic to use an improved Henderson Road arterial to access the Schuylkill Expressway westbound, instead of cutting through the residential communities of Hughes Park, Copper Mill Station, Crooked Lane Crossing, and School Line Drive via Crooked Lane to access the current westbound ramp.
- Would greatly improve both the Safety and the Quality of life for these residential areas, improving access for emergency vehicles.
- Would greatly reduce congestion, pollution, and aggravation for both commuters and residents alike.
- Would improve the economic viability of the new commercial office space, with benefits to landlords, employers, and the tax base of the township and its school district.
- Would enhance highway goods movement and keep tractor trailer rigs on the Schuylkill Expressway (I-76) instead of on local residential roads.
- Would enhance bus access for several important SEPTA Routes to the Gulph Mills station of the Norristown High Speed Line (Route 100), increasing transit as a viable alternative at this important intermodal station.

THE PETITION:

The Gulph Mills Civic Association, representing 840 families in the immediate area, respectfully requests the RTC and the DVRPC Board to advance construction of the Henderson Road I-76 Westbound Ramps to the first four years of the 2009 Tip (former 2003 project #8745) now (MPMS # 68064)

Respectfully submitted,

Rich Dougert
President, GMCA

Item: F.114

TIP Plan Comments

From: gmhopewell@comcast.net
Sent: Monday, June 02, 2008 6:43 AM
To: TIP Plan Comments
Cc: Rich Dougert; janiceboyer29@MSN.com; janedowney@clarityconceptsinc.com; etd@psu.edu; Farleys66@aol.com; ianthus@verizon.net; EleanorDHome@aol.com; Susan.McAndrew@Comcast.net; Kevin_perrine972@yahoo.com; gmhopewell@comcast.net; louisvilla@comcast.net; JWrende1@aol.com; caferende@verizon.net; keithscammahorn@comcast.net; mnschw@voicenet.com; vanweiss@comcast.net; Bd Dir 2008; marilyn_waters@merck.com; dianereilly@comcast.net
Subject: Draft PA TIP 2009 - Henderson Ramps, I-76 WB [MPMS # 68064]
Attachments: Draft PA TIP 2009 - Henderson Ramps, I-76 WB [MPMS # 68064]

Dear Elizabeth:

Attached are revised comments from the Gulph Mills Civic Association, representing 840 families living in the Gulph, regarding the long planned I-76 Westbound ramp relocation and Interchange improvement at Henderson Road.

Attached are the following four files:

1. Cover letter summarizing a six point rationale for the project
2. Evaluation Summary, demonstrating Consistency with the long Range Plan
3. Cover letter from the Gulph Mills Civic Association (chartered in 1952)
4. Continuing Case for Construction of the Henderson road Ramps

Please consider these comments as replacement for, and in lieu of, the draft hard copy submitted at the May 14, 2008 Public Meeting.

We respectfully request that the RTC, Penndot, and the DVRPC Board advance construction of these necessary and long overdue improvements to the first four years of the 2009 PA TIP.

When you have a chance, would you please be kind enough to acknowledge receipt of these comments.

Thank you for your consideration.

6/5/2008

Gulph Mills Civic Association

Mail Address: P.O. Box 60364, King of Prussia, PA 19406
Village of Gulph Mills, Upper Merion, PA

DATE: May 21, 2008

TO: FY 2009-2012 TIP for PA Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

FROM: Rich Dougert
President, GMCA
(610) 825-4292

RE: Henderson Road Ramps, I-76, Westbound (MPMS# 68064) Interchange
Improvement [formerly 2003 Tip #8745 & MPMS #16211]

On behalf of 840 families in the Gulph, we ask that PENNDOT, DVRPC Staff, the RTC, and the Board consider the attached comments and evaluation summary.

We respectfully ask that PENNDOT, the RTC and the DVRPC Board advance the construction of the Henderson Road Ramps, I-76 Westbound, to the first four years of the 2009 Pennsylvania TIP.

This improvement is critical to the safety of the motoring public as well as to the residents in the historic village of Gulph Mills, and is integral to the Delaware Valley Freight Corridors Initiative.

We respectfully submit that this project, relocating an existing, dangerous, on ramp and opening a new westbound off ramp much closer to the Industrial Park destinations of large tractor trailer rigs, does not increase SOV capacity. To the contrary, it will reduce congestion, enhance bus access for several important SEPTA routes to the Gulph Mills Station of the Norristown High Speed Line (Route 100), and increase transit as a viable alternative at this important intermodal station.

The project will also help preserve the structural integrity of a 200 year old, stone arch bridge that creates a vital link to several employment centers.

Please resist any proposed Amendments to the TIP that would further delay this long overdue project. Please do not hesitate to call with any questions. Thank you.

A CONTINUING CASE FOR CONSTRUCTION OF THE HENDERSON ROAD I-76 RAMPS (WESTBOUND ONLY, ON & OFF) TO THE FIRST FOUR YEARS OF 2009 TIP

THE PROBLEM:

- Trinity Lane/ South Gulph Road corridor from I-76 Gulph Mills exit ramps to Henderson Road is the **most congested residential neighborhood** in Upper Merion Township
- DVRPC traffic counts indicate that average daily traffic counts exceed **27,500** vehicles per day (Year 2000) on **this two lane road roadway** through the heart of the historic, **residential Village** of Gulph Mills
- DVRPC traffic counts indicate that average daily traffic counts have grown significantly in the past few years
- Current traffic counts don't even reflect the recent and continuing buildout of the Renaissance Corporate Park, with 2.2 million square feet of commercial office space, which could add more than **10,000 new vehicle trips** to this area
- Current traffic counts don't reflect new commercial office development recently built along South Gulph Road North of Henderson Road (e.g. Nave Newel's 50,000 square foot office development & Universal Health Care 43,000 square feet), nor the current redevelopment of Philadelphia Gear site and surrounding areas to permit another **million square feet** of commercial and retail, adding perhaps **5000** new commuters to the South Gulph Road corridor.
- Much of the existing I-76 westbound traffic exiting on the Balligomingo ramp is headed for Henderson Road, including **many large trucks headed for UMT's industrial districts** along Henderson, Church, and Hansen Access Roads, plus the new Industrial Park off Henderson at Shoemaker Road currently building out.

- **Heavy Tractor Trailer rigs** headed for Henderson Road are now forced to exit on the Balligomingo Road Ramp, turn onto Trinity Lane, **crossing a 200 year old, two lane, historic stone arch bridge (designed for horse drawn carriages)**, and then snake their way through the residential village, and past the inter-modal Gulph Mills Transit Station, thereby adding to the congestion and **compromising the structural integrity of this historic bridge on a key commuter route to an important metro sub-center.**
- Peak hour traffic (7-9 am and 4-6:30pm) often crawls along at under 10 miles per hour in this residential neighborhood
- Any accident or congestion on I-76 westbound between Gulph Mills and Route 202 causes immediate congestion at all times of the day and night through this residential neighborhood
- Unnecessary delays for residents trying to get to work, school, etc
- Unnecessary delays for commuters trying to get to work in UMT
- Unnecessary **delays for SEPTA buses trying to access the inter-modal Gulph Mills Transit Station** (Trinity Lane) of the Route 100 Norristown High Speed Line
- Unnecessary **delays for freight movements** to, and businesses located in, UMT's industrial districts
- Pollution and negative health impacts to this residential neighborhood, as well as Trinity Nursery School children
- Wasted time & man hours; added stress and loss of productivity
- Loss of property values; growing perception of UMT as a difficult place to work or to live, instead of DVRPC vision as a key metro sub-center

- Decreased rents and property values / assessments for owners of commercial office space; decreased rateables and tax revenue for the township and school district; harder to lease up space and to attract new employers to the township
- Existing congestion **impedes access by emergency vehicles** (ambulance, fire and police) creating a real danger to the health, safety and welfare of the public.
- The **existing Westbound on ramp (to be closed and relocated as part of this project)**, is **dangerous** and has been the site of numerous accidents, adding to the congestion and delays in this important South Gulph Road corridor.
- The current **location of the existing Westbound on ramp** encourages **commuter traffic** from the Renaissance Corporate Park **and trucks** from Glasgow Quarry to **cut through** a number of **residential communities** via appropriately named **Crooked Lane** to access I-76 Westbound, given the existing ramp's alignment and proximity to Crooked Lane.

THE SOLUTION:

Accelerated construction of the long planned **Henderson Road I-76 Schuylkill Expressway Westbound on and off ramps (MPMS # 68064)**

WHY?

- Would **keep** much of the westbound **commuter and truck traffic** on the Federal **Interstate Highway System** for another 1.5 miles, and **closer to their intended destinations**, instead of adding congestion, pollution and safety hazards to the heart of the historic, residential Village of Gulph Mills.
- Studies more than 15 years ago projected these Ramps would take 8,000 to 10,000 vehicles a day off of the I-76 westbound Balligomingo Ramp, and out of the residential Village. This would alleviate congestion on Trinity Lane past the inter-modal Gulph Mills transit station, **improving the viability of transit as an alternative** to the area's large employers (**Glaxo Smith Kline** and **PNI**) and corporate office centers (**Renaissance, King of Prussia Business Park, etc.**).
- Today, the planned Henderson Ramps may in fact just help mitigate the expected influx of new traffic as a result of already approved new commercial office construction in the Renaissance Corporate Park, not to mention the additional vehicle trips that would be generated by the contemplated redevelopment of several large South Gulph Road parcels with more than 1 million square feet of new commercial space.
- The **relocated Westbound on-ramp to I-76** would **greatly improve safety** by encouraging Renaissance Corporate Park traffic to use an improved Henderson Road arterial to access the Schuylkill Expressway westbound, instead of cutting through the residential communities of Hughes Park, Copper Mill Station, Crooked Lane Crossing, and School Line Drive via Crooked Lane to access the current westbound ramp.

- Would greatly improve both the Safety and the Quality of life for these residential areas, **improving access for emergency vehicles.**
- Would **greatly reduce congestion**, pollution, and aggravation for both commuters and residents alike.
- Would **improve the economic viability** of the new commercial office space, with benefits to landlords, employers, and the tax base of the township and its school district.
- Would **enhance highway goods movement** and keep tractor trailer rigs on the Schuylkill Expressway (I-76) instead of on local residential roads.
- Would **enhance bus access for several important SEPTA Routes** to the Gulph Mills station of the Norristown High Speed Line (Route 100), increasing transit as a viable alternative at this important intermodal station.
- Would help **preserve the structural integrity of the 200 year old, historic, stone arch bridge** that serves as a vital link to important employment centers

THE PETITION:

The Gulph Mills Civic Association, representing 840 families in the immediate area, respectfully requests PENNDOT, the RTC and the DVRPC Board to advance construction of phase one of the Henderson Road I-76 Westbound Ramps to the first four years of the 2009 Tip (former 2003 project #8745) now (MPMS # 68064).

It is our understanding that all required **Right of Way has been acquired, Environmental approvals** have been **obtained**, and preliminary and final **design completed** for phase one (ramp construction) by Upper Merion Township using local funds. We respectfully submit that this project, relocating the existing on ramp and opening a new westbound off ramp closer to intended truck destinations, does not increase SOV capacity, and is critical to DVRPC's Freight Mobility Initiatives. It will alleviate congestion, improve transit mobility, enhance safety, and preserve the structural integrity of a historic bridge on a vital route to key employment centers.

Respectfully submitted,

Rich Dougert
President, GMCA

Henderson Road Ramps, Westbound, I-76, Schuylkill Expressway

Consistency with DVRPC Transportation & Land Use Policies

EVALUATION SUMMARY

**DVRPC HORIZONS
2030 PLAN Component:**

**Tip Project: Henderson Road Ramps, I-76, Westbound
[MPMS # 68064] (former 2003 Tip #8745)**

Consistency with
the Land Use Vision
and Goals

Improves transportation within an area which has already been largely urbanized. Reduces existing congestion and truck traffic in residential neighborhoods. Improves bus access to an important intermodal transit center.

Suitability of
Project within
Land Use Type

The Plan's policies indicate that major road projects are appropriate under certain conditions. The project enhances travel between areas already developed. Enhances highway goods movement and keeps trucks on Interstate system instead of local residential roads. Eliminates the need for heavy trucks to cross a 200 year old, stone arch bridge on the historic register, thereby preserving its structural integrity and avoiding significant costs to rehabilitate and difficult lengthy detours to corporate employment centers.

Centers Served

The proposed project will improve access to the Henderson, Church, Hansen Access Roads Industrial Centers, the Renaissance Corporate Park and to the King of Prussia/Valley Forge metro sub-center.

Traffic Congestion
Relief

Reduces congestion on Trinity Lane and South Gulph Road as well as on other residential roads in the region, transferring traffic to a safer, faster alternative, the Interstate Highway System. Relocation of existing westbound on ramp reduces congestion and enhances safety.

Air Quality Impacts

The project will shorten many truck trips. Local Emissions of CO and NO will be reduced. The project will improve access for SEPTA buses to the Gulph Mills station of the Route 100 Norristown High Speed Line, increasing transit as a viable alternative at this existing intermodal facility near major employment centers.

DVRPC HORIZONS
2030 PLAN Component:

Tip Project: Henderson Road Ramps, I-76, Westbound
[MPMS # 68064] (former 2003Tip #8745)

Freight Impacts

The project will provide more direct access to and from I-76 from several industrial parks, including Hansen access road, Church Road Industrial Park, Gulph Mills Business Park and Renaissance Corporate Park. The project will reduce delays currently experienced by freight transport trucks now stuck on local residential collectors and arterial roadways.

Mobility
Enhancement

Enhances opportunities for connections among transportation modes and to take greater advantage of existing nearby transit services. The project enhances access to areas of the region which have seen large growth in the past three decades. It enhances mobility in the Keystone Corridor in PennDOT's PennPlan Moves. The corridor is also served by the Route 100 High Speed Rail Line and several SEPTA bus routes.

Other Policies

The project is consistent with the 2025 & 2030 policies of promoting retention and expansion of businesses; and improving access to areas of major employment concentrations.

May 31, 2008

Elizabeth Schoonmaker, Manager
Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Comments on FY 2009 PA TIP, Transportation Conformity
Request to advance – Henderson Road Ramps, WB I-76, MPMS # 68064,
2009 PA TIP

Dear Elizabeth:

Respectfully ask DVRPC and PennDot consideration and support for advancing construction of the Henderson Ramps, I-76 Westbound, to the first four years of the FY 2009 PA TIP.

This project should be classified as a transit enhancing, safety project which will improve air quality, facilitate goods movement and help maintain a historic stone arch bridge on a key route to existing employment centers.

A quick summary of the rationale for support:

1. This project, relocating an existing, poorly placed, dangerous on-ramp and adding a new off-ramp at a major arterial (Henderson Road), was scheduled for construction in 2008 & 2009 on the current 2007 TIP.
2. Respectfully suggest that the project is incorrectly labeled as increasing SOV capacity; it will actually enhance transit as a viable alternative at the Gulph Mills Intermodal Station of the Norristown High Speed Line, where buses and Transit vehicles are now strangled by congestion. This intermodal station is served by SEPTA routes 95, 100, 123, 124, 125, as well as the Suburban Link and several corporate employer shuttles, which provide efficient alternatives to SOVs if congestion at the station is reduced.
3. The project will also improve air quality and safety, mitigating near constant congestion in a number of historic residential neighborhoods and reducing crashes.
4. The project was identified in the 2007 TIP as integral to the Delaware Valley Freight Corridors Initiative, enhancing highway goods movement to established Industrial Centers. It will shorten many truck trips, allowing tractor trailer trucks to remain on the safer, faster Interstate Highway system, instead of local residential roads, and closer to their intended destinations.

5. By permitting truck traffic to remain on the Interstate system, the project will help preserve the structural integrity of a 200 year old stone bridge on a key commuter route to identified employment centers. The above noted SEPTA routes and TMA sponsored shuttles to the intermodal station would be compromised by the closure of this bridge, adversely affecting ridership, and making an existing congestion nightmare worse.

6. All necessary right-of-way has been acquired, and the project has been advanced through design and environmental approvals with local Township Funds.

Attached are revised comments that the Gulph Mills Civic Association has submitted in support of the project. Included are *Continuing Case for Construction of the Ramps*, *Evaluation Summary with DVRPC's Long Range Plan*, and a cover letter. Please consider these comments as a replacement for, and in lieu of, the draft hard copy I submitted at the May 14 Public Meeting.

On behalf of the Civic Association, I respectfully request the DVRPC's consideration to place construction of this project back on schedule in the next four years.

Thank you for your consideration.

Mark A. McKee

Five Station Avenue, Suite 210
Berwyn, PA 19312
610-725-1070
610-725-1055 (fax)
gmhopewell@comcast.net

BRYAN R. LENTZ, MEMBER
161ST LEGISLATIVE DISTRICT
106B EAST WING
P.O. BOX 202161
HARRISBURG, PENNSYLVANIA 17120-2161
PHONE: (717) 787-8574
FAX: (717) 780-4777

630 FAIRVIEW ROAD
SUITE 104
SWARTHMORE, PENNSYLVANIA 19081
PHONE: (610) 544-7301
FAX: (610) 544-7305

SATELLITE OFFICE:
2 CAMBRIDGE ROAD
BROOKHAVEN, PENNSYLVANIA 19015
PHONE: (610) 447-3018

PLEASE REPLY TO SWARTHMORE OFFICE

E-MAIL: BLENTZ@PAHOUSE.NET



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

- LOCAL GOVERNMENT, MAJORITY SECRETARY
- APPROPRIATIONS
- JUDICIARY
- URBAN AFFAIRS
- VETERANS AFFAIRS & EMERGENCY PREPAREDNESS

CAUCUSES

- ALZHEIMER'S
- IRISH
- JOINT SENATE & HOUSE AUTISM
- SOUTHEAST
- SPORTSMEN'S
- VETERANS

June 2, 2008

Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106-1520

Dear Mr. Seymour:

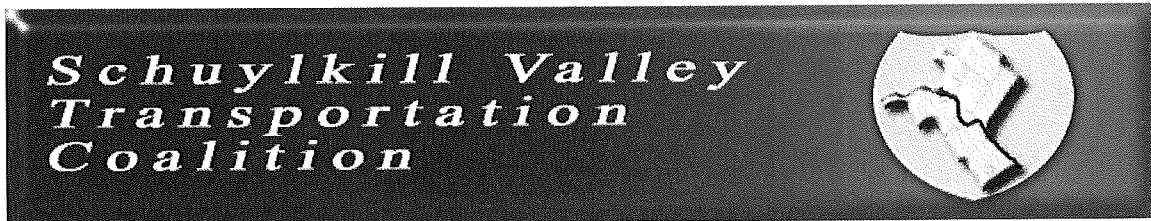
Please accept this letter as an official comment to the Draft FY2009 Transportation Improvement Program (TIP).

I again urge the DVRPC to include construction of sound barriers along Interstate 476 in Nether Providence and Ridley Townships, Delaware County, in its ongoing plans for transportation projects. For more than twenty years, hundreds of residents living near the highway have been subjected to increasing traffic noise. Although these residential areas predated the construction of I-476, this is one of the last remaining stretches of I-476 in Delaware County without sound barriers.

Thank you for your consideration of this matter.

Sincerely yours,

Bryan R. Lentz
State Representative
161st Legislative District



DELAWARE VALLEY REGIONAL PLANNING COMMISSION PUBLIC COMMENT

June 2, 2008

The Schuylkill Valley Transportation Coalition serves municipalities, businesses and residents in central Montgomery County. The following municipalities are represented by the Schuylkill Valley Transportation Coalition; Bridgeport Borough, Conshohocken Borough, East Norriton Township, Lower Merion Township, Norristown Municipality, Plymouth Township, Upper Merion Township, West Conshohocken Borough, Whitmarsh Township and Whippen Township in Montgomery County.

The municipalities that make up the Schuylkill Valley Transportation Coalition would like to express our strong and continued support for the regional projects currently under construction as well as future tip projects as presented by Montgomery County Planning Commission and the Greater Valley Forge Transportation Management Association.

The projects are as follows:

Bridgeport Borough:

- Chester Valley Trail Extension – MPMS# 16705

Conshohocken Borough:

- Elm Street (Bridge) – MPMS# 16191

East Norriton Township:

- US 202, Dekalb Pike, Section 610 – MPMS# 50364
- US 202, Section 610 – MPMS# 63486
- Stanbridge Street (Bridge) - MPMS# 16218
- US 202 - Markley St. Improvements (Section 520) – MPMS# 80022

Lower Merion Township:

- Pennswood Bridge – MPMS# 16216
- Anderson Avenue Bridge/Underpass/Streetscape HTSSRS – MPMS# 72974
- Union Avenue Bridge - MPMS# 16248
- PA 320 UPPER GULPH ROAD TO ARDEN ROAD - MPMS# 16599
- Rock Hill Rd./Belmont Ave – MPMS #64795

- I-476 Roadway Reconstruction/MidCounty Expressway – MPMS# 80479
- I-476 Reconstruction, Chemical Rd. to I-76 (RES) – MPMS# 16737

Norristown Municipality:

- Lafayette Street Extension – MPMS# 57858
- US 202, Section 610 – MPMS# 50364
- US 202, Johnson Hwy. to Twp. Line Rd. (61S) – MPMS# 63486
- Stanbridge Street (Bridge) – MPMS# 16218
- US 202 - Markley St Improvements (Section 510) – MPMS# 80021
- US 202 - Markley St. Improvements (Section 520)- MPMS# 80022
- Chester Valley Trail Extension – MPMS# 16705
- Lafayette St./US 202 Dannehower Bridge Interchange – MPMS #79928
- Norristown Main St. Streetscape Phase III HTSSRS – MPMS# - 72978
- Lafayette St- Ford Street to Conshohocken Rd. – MPMS# 79863
- Lafayette St - Barbados St. to Ford St. – MPMS# 79864

Plymouth Township:

- Lafayette Street Extension – MPMS# 57858
- I-476 Roadway Reconstruction/MidCounty Expressway – MPMS# 80479
- Lafayette St./US 202 Dannehower Bridge Interchange – MPMS# 79928
- I-476 Reconstruction, Chemical Rd. to I-76 (RES) – MPMS# 16737
- Ridge Pike, Norristown Municipality to Butler Pike – MPMS# 48175
- Highway Transportation Enhancements - Plymouth Elementary Sidewalk Project – MPMS# 72991
- PA 309 ITS Integration – MPMSS# - 69799

Upper Merion

- I-76 West Ramps Phase1- Henderson/Gulph Road Widen – MPMS# 68064
- US 422 (New) Exwy Bridge Over Schuylkill River – MPMS# 70197
- I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening – MPMS# - 16211
- Church Rd. (Bridge) over Norristown High Speed Ln – MPSM# - 16396
- Old Betzwood Bridge – MPMS# - 16489
- PA 23 AT OLD BETZWOOD BRIDGE – MPMS# - 16490
- PA 320 – MPMS# 16599
- Old Betzwood Bridge Bike/Ped Trail(C047) – MPMS# 16703
- Chester Valley Trail Extension (C036) – MPMS# 16705
- PA 23 Relocation at Allendale Rd. and Beidler Rd. – MPMS# 48172
- I-76 Ramps Phase 2 - Henderson/Gulph Road Widen – MPMS# 48187

West Conshohocken Borough:

- PA 23 River Road at Balligomingo – MPMS# 16688

- I-476 Reconstruction, Chemical Rd. to I-76 (RES) – MPMS# 16737
- I-476 Roadway Reconstruction/MidCounty Expressway – MPMS# 80479

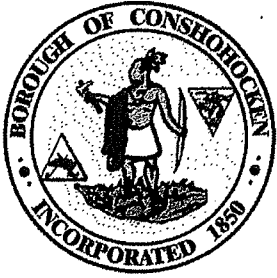
Whitemarsh Township:

- Ridge Pike, Butler Pike to Philadelphia Lane – MPMS# 16577
- Whitemarsh Street Improvements – MPMS #74937
- Butler Pike Pedestrian Walkway Improvements HTSSRS – MPMS# 72977

Whitpain Township:

- Norristown Road at Stenton Avenue / Narcissa Avenue – MPMS# 57866
- Morris Road, at North Wales Road – MPMS# 16376
- US 202, Township Line Road to Morris Road (Section 61N) – MPMS# 63490
- US 202, Dekalb Pike, Section 610 – MPMS# 50364
- US 202, Morris Road to PA 63 (sec 65S) – MPMS# 63491
- US 202, Section 610 – MPMS# 50364
- US 202, Johnson Hwy to Township Line Road (61s) – MPMS# 63486

In closing, we thank you for your continued support of the Schuylkill Valley Transportation Coalition projects and for your time and attention.



Borough of Conshohocken

1 West First Avenue, Suite 200 • Conshohocken, PA 19428
TEL: 610-828-1092 FAX: 610-828-0920
Website: www.conshohockenpa.org

BOROUGH COUNCIL
Sandra L. Caterbone - President
James Griffin - Vice President
Jason Salus
Paul McConnell
Anthony Tucci
Robert C. Stokley
Edward Phipps

BOROUGH MANAGER
Francis J. Marabella

May 30, 2008

Mr. Secretary and Pennsylvania State Transportation Commission Members, Mr. Seymour,
and DVRPC Board Staff

Re: Transportation Hearing Testimony

Dear Commission Members:

The Borough of Conshohocken has reviewed the regional transportation projects given to us by the Schuylkill Valley Coalition Transportation Members. Borough Council has authorized me to present this written testimony to the State Transportation Commission on behalf of the Borough of Conshohocken, Montgomery County.

The Borough would like to add its support to the regional projects as presented by the Montgomery County Planning Commission and the Greater Valley Forge Transportation Management Association. As a Montgomery County community and GVTMA member, Conshohocken Borough believes that continued support of these projects is vital in addressing traffic growth and promoting economic development in the region.

In addition, the Borough would like to seek continued support for any new projects which include improvements to the Schuylkill Expressway (I-76), Mid-County Expressway (I-476) and Matsonford Road. The Borough of Conshohocken and West Conshohocken have been working together to make improvements in this area and we have completed some preliminary engineering for a Matsonford Road project.

Thank you for your consideration of this request. The Borough is committed to continuing to work with the GVTMA and our Montgomery County neighbors in providing solutions to the region's transportation needs.

Very truly yours,

Francis J. Marabella
Borough Manager

cc: Borough Council and Mayor



EAST NORRITON TOWNSHIP

2501 Stanbridge Street, East Norriton, PA 19401-1616 U.S.A.
610-275-2800 • Fax: 610-277-1879
info@eastnorritontwp.org • www.eastnorritontwp.org

BOARD OF SUPERVISORS

Lewis K. McQuirns
Chairman

Donald J. Gracia
Vice Chairman

Kandy Heckman
Supervisor

James J. Serratore III
Supervisor

James K. Staufenberg
Supervisor

Township Manager
Helmuth J.H. Baerwald

Delaware Valley Regional Planning Commission Public Comment

May 21, 2008

Re: Draft 2009 PA TIP

As the Township Manager and on behalf of the Board of Supervisors of East Norriton Township, I am providing you with written testimony.

East Norriton Township supports the regional projects which are being presented to you by the Greater Valley Forge Transportation Management Association and the Montgomery County Planning Commission. As a township located in the southeastern part of Montgomery County, the projects in this region, particularly the Germantown Pike corridor from North Wales Road in East Norriton Township to Collegeville Borough; the Lafayette Street Extension in Norristown and especially the reconstruction of US 202 in Norristown, East Norriton, Whitpain, Lower Gwynedd, Upper Gwynedd and Montgomery Townships warrant your serious consideration and continued funding. Lastly, we bring to your attention an urgent need to address Township Line Road, starting in Whitpain Township, through Plymouth, East Norriton and ending in Worcester Township. Although this roadway is barely mentioned as a candidate for TIP consideration, we believe that continued inaction in addressing intersection improvements and limited widening on this roadway would be irresponsible.

In closing, we reiterate our support for the traffic improvement projects directly affecting and being requested by our sister municipalities in the region which include Norristown, Plymouth, Whitpain, Worcester, Lower Providence, and West Norriton Townships.

We appreciate the opportunity to provide our comments to the DVRPC.

Sincerely yours,

Helmuth J.H. Baerwald
Township Manager

OFFICES OF:

ADMINISTRATION • POLICE • PUBLIC SAFETY • FINANCE • PUBLIC WORKS • ZONING & CODE ENFORCEMENT • PARKS & RECREATION

2009 TRANSPORTATION PROGRAM PROJECT ABSTRACT

Abstract ID: 676742

Print Save

INFORMATION ABOUT THE PERSON TESTIFYING - SECTION ONE			
Are you submitting an abstract on behalf of:(required)			
Yourself, as a private citizen			
Another organization			
Another person			
First Name: (Required)	Last Name: (Required)	M.I. :	Prefix:
Helmuth	Baerwald	J	Mr.
Organization:	Address:	City:	State:
East Norriton Township	2501 Stanbridge St.	East Norriton	Pennsylvania
Zip:	Phone:	Fax:	Email:
19401 - 1616	(610) 275 - 2800	(610) 277 - 1879	enorriton@comcast.net
Please enter the organization which you are representing: (Required)			
East Norriton Township			

PROJECT INFORMATION - SECTION TWO

Project Title: (Required)

Germantown Pike Widening and Intersection Improvements
from Plymouth Township west to Collegeville

Phase:(Required)

2: Preliminary Engineering (PE)

Is Project/Phase on Local Transportation Improvement Program (TIP)?

Yes

No
Unknown

PROJECT TYPE AND LOCATION- SECTION THREE

What type of project is it?	Where is the project located?
Aviation	
Bike/Pedestrian	Primary County: Montgomery (Required)
Bridge	
Rail Freight	Primary Municipality: East Norriton (Township)
Road	Primary Planning Partner: DVRPC
Transit	
Transportation Enhancement	Primary District: District 6
Other	Road or Facility Name: Germantown Pike
	State Road Number: n/a

PROJECT DESCRIPTION - SECTION FOUR

Please provide a detailed description of the project.(Required)

Germantown Pike is a regional roadway traversing Montgomery County east to west fr Plymouth Township through East Norriton, Worcester and Lower Providence Townships Rte. 29 in Collegeville Borough. Widening of the roadway to 4 lanes and 3 lanes in sections and intersection improvements is needed to handle the ever increasing tra volume which travels from and to the western confines of the mentioned municipalit

573 characters left

Benefits/Need

Alleviate severe Traffic Congestion by widening the road and doing major intersect improvements

2 characters left

TOTAL COST

Please provide the total cost of the project. (Estimated or Actual) \$ 42,000,000

ADDITIONAL DETAILS - SECTION FIVE

REQUESTED ACTION

Please indicate whether you support or oppose this project. (Required)

Support Project

Oppose Project

STC HEARINGS

Are you planning to present this project at any of the STC hearings? (Required)

Yes

No

Submit Print

2009 TRANSPORTATION PROGRAM PROJECT ABSTRACT

Abstract ID: 327242

Print Save

INFORMATION ABOUT THE PERSON TESTIFYING - SECTION ONE			
Are you submitting an abstract on behalf of:(required)			
Yourself, as a private citizen			
Another organization			
Another person			
First Name: (Required)	Last Name: (Required)	M.I. :	Prefix:
Helmuth	Baerwald	J	Mr.
Organization:	Address:	City:	State:
East Norriton Township	2501 Stanbridge St.	East Norriton	Pennsylvania
Zip:	Phone:	Fax:	Email:
19401 - 1616	(610) 275 - 2800	(610) 277 - 1879	enorriton@comcast.net
Please enter the organization which you are representing: (Required)			
East Norriton Township			

PROJECT INFORMATION - SECTION TWO
Project Title: (Required)
Township Line Road Improvement Study
Phase:(Required)
1. Study
Is Project/Phase on Local Transportation Improvement Program (TIP)?
Yes

No

Unknown

PROJECT TYPE AND LOCATION- SECTION THREE

What type of project is it?	Where is the project located?
Aviation	Primary County: Montgomery
Bike/Pedestrian	(Required)
Bridge	Primary Municipality: East Norriton (Township)
Rail Freight	Primary Planning Partner: DVRPC
Road	Primary District: District 6
Transit	Road or Facility Name: Township Line Road
Transportation Enhancement	State Road Number: State Road
Other	

PROJECT DESCRIPTION - SECTION FOUR

Please provide a detailed description of the project.(Required)

A traffic and engineering study is needed to determine the type of improvements th would be necessary or required to elimante and/or decrease the severe traffic cong on this roadway from Worcester Township in an easterly direction through East Norr Plymouth and Whitpain Townships ending in Whitemarsh Township (Montgomery County.

656 characters left

Benefits/Need

Determine the required improvements to the roadway and intersections.

30 characters left

TOTAL COST

Please provide the total cost of the project. (Estimated or Actual) \$ 0

ADDITIONAL DETAILS - SECTION FIVE

REQUESTED ACTION

Please indicate whether you support or oppose this project. (Required)

Support Project

Oppose Project

STC HEARINGS

Are you planning to present this project at any of the STC hearings? (Required)

Yes

No

Submit Print

PLYMOUTH
MONTGOMERY COUNTY



TOWNSHIP
P E N N S Y L V A N I A

ADDRESS REPLY TO

Christopher J. Loschiavo

DEPARTMENT OF PUBLIC WORKS

700 BELVOIR ROAD
PLYMOUTH MEETING, PA 19462
PHONE: 610-277-4103
FAX: 610-277-4335

May 28, 2008

Pennsylvania State Transportation Commission

Re: Transportation Hearing Testimony

Dear Commission Members:

As the Director of Public Works, I am presenting written testimony to the State Transportation Commission on behalf of Plymouth Township, Montgomery County.

The Township would like to add its support to the regional projects as presented by the Montgomery County Planning Commission and the Greater Valley Forge Transportation Management Association. As a Montgomery County community and TMA member, Plymouth Township believes the regional projects, specifically the Ridge Pike Improvement Project and the Lafayette Street Corridor Project, will help address traffic problems in the region.

In addition, the Township would like to seek continued support for several local projects, including the Butler Pike Bypass, the Conshohocken Road Bridges Replacement Project and the Brook Road Bridge Project.

Additionally, we would like to reinforce the Commission's awareness of Turnpike Projects that affect local roads. We believe the Commission should applaud the Turnpike's efforts to evaluate the impact of Turnpike projects on local roads and take the effects into account during their project planning and design.

Please feel free to contact me should you have any questions.

Very truly yours,

Christopher J. Loschiavo
Director of Public Works

C: Montgomery County Planning Commission
Greater Valley Forge Transportation Management Association

May 14, 2008

LOWM 0800-157.10

**SUPPLEMENTAL PUBLIC HEARING TESTIMONY FOR THE
2009-2012 TWELVE YEAR TRANSPORTATION PROGRAM
LOWER MERION TOWNSHIP, MONTGOMERY COUNTY**

Good afternoon, I am Bruce Reed, President of the Board of Commissioners of Lower Merion Township, Montgomery County.

Lower Merion Township is a community of 60,000 residents and assorted businesses located northwest of the City of Philadelphia. The Township occupies a land area of 24 square miles with over 250 miles of public roads of which 84% are Township Roads. In addition, the Township is traversed by four (4) major rail lines. Included in this major transportation network are many of the Delaware Valley's most critical and heavily traveled transportation arteries including:

- Schuylkill Expressway (I-76)
- Mid-County Expressway (Blue Route, I-476)
- City Avenue (US Route 1)
- Lancaster Avenue (U.S. Route 30)
- Montgomery Avenue
- Conshohocken State Road (State Route 23)
- Haverford Avenue (State Route 3044)
- Belmont Avenue (State Route 3045)
- Spring Mill Road (State Route 320)
- AMTRAK's New York to Chicago Main Line
- SEPTA's Ivy Ridge Line and Paoli Commuter Rail Lines
- SEPTA's Philadelphia and Western Line – Red Arrow
- Norfolk Southern Railroad (formerly Conrail's Main Line)

Although certainly beneficial to the Township's residents, this extensive transportation network, in particular the major north/south and east/west arteries, provides significant benefit to the entire region. The costs to Township residents, however, extend far beyond the obvious financial burden and include the detrimental effects of air and noise pollution, increased stormwater runoff, traffic congestion and the associated police burden. Without the continued financial support of the state and federal governments in maintaining and upgrading the roads, bridges and mass transit facilities that are integral to this transportation network, the residents of Lower Merion Township will be subject to a disproportionate share of this burden. Given the present demands on tax revenues at all levels of government, any

increase in burden at the Township level will most certainly be difficult to fund out of local taxes and may result in a deterioration of current conditions.

I am here today as an official, elected by the public, to oversee the responsible implementation of measures to maintain and improve the quality of life for Township residents, and as a supporter of similar improvements in adjacent municipalities throughout the region. In short, we, like many of the region's municipalities understand that:

1. The structurally deficient bridges within the Commonwealth must be addressed;
2. The TIP is being financially constrained;
3. SEPTA continues to be a critical service that must be funded;

However, even with this understanding, the fact remains that there must be a balance with regard to providing adequate infrastructure for all users, and that past deferrals in the proper handling of bridge maintenance and rehabilitation should not now affect the safety, congestion reduction, economic development, and quality of life improvement that are the purpose of many of the projects on the TIP, which are now proposed to be deferred or eliminated. Many local municipalities, Lower Merion Township in particular, have expended substantial funds to plan and design these projects in good faith, expecting the state and federal funding support that was previously committed. We would also point out that we have completely fulfilled our obligations on previous TIP projects to bring improvements to fruition for the public in the recent past, including:

- Church Road Bridge Replacement;
- Merion Avenue Bridge Replacement;
- Township wide Wayfinding Signage Program;
- Montgomery Avenue Traffic Signal System.

We realize that this process is a difficult one, as it requires the distribution of limited resources to address seemingly limitless needs, but rather than just defer or eliminate projects as proposed in the current draft 2009-2012 TIP, we urge the Committee to seek innovative funding mechanisms now, as the projects that are deferred will only become more expensive.

We are especially concerned about the funding of two important projects which provide much needed safety and mobility improvements, and which will also enhance economic development opportunities—the Rock Hill Road/Belmont Avenue Improvement project, and the Ardmore Transit Center. The Rock Hill Road/Belmont Avenue project provides necessary improvements along a commercially developed corridor that also serves as the primary alternate route to the Schuylkill Expressway (I-76) for the region. Preliminary Engineering for the project, funded entirely by Lower Merion Township, has been substantially completed, and the Township has already acquired a critical portion of the right-of-way for the project in advance of a pending land development, thereby minimizing the expense of this facet of the project. The Ardmore Transit Center addresses parking and mass transit deficiencies in Ardmore, the municipal seat of Lower Merion Township and the location of the Township's primary SEPTA/Amtrak commuter rail station. The Township is appreciative that the Rock Hill Road/Belmont Avenue Improvement project is included on the current Transportation Improvement Plan (TIP). However, the project is not currently funded in the first 4 years. The Ardmore Transit Project is not included on the current draft TIP. Both projects are critical to maintaining the adequacy of the Township's transportation network and would address acute and long-standing mobility issues. These projects would also contribute to stimulating economic revitalization.

In addition, there are two existing structurally-deficient bridge replacement projects currently under design (Union Avenue over SEPTA and Pennswood Road over Amtrak) that are critical elements in the Township's road network and of special concern. Since the demise of the Penn Central Railroad in 1970, the financial responsibility for many infrastructure components has fallen to the taxpayer. The replacement of these bridges have higher than normal costs because of special railroad insurance and construction requirements, railway electrification modifications, restrictive working conditions, and right-of-way acquisition. Steady progress has been made on the design of these bridges, and your continued support of these projects as they progress toward construction is critical to avoid traffic limitations and/or closure of the bridges.

We request that the Commission reconsider their support for the following projects, and include them on the final 2009-2012 TIP with funding allocated in the first 4 years:

Item: F.120

- Rock Hill Road/Belmont Avenue Corridor Improvements – Existing Project

This project addresses existing traffic congestion resulting from high volume, restrictive geography, and the presence of an existing narrow Norfolk Southern (NS) Railroad overpass that negatively affects the safety and efficiency of traffic flow and restricts the potential for economic revitalization through redevelopment. This heavily traveled corridor serves as a major east-west route from the Schuylkill Expressway (I-76), the Manayunk section of Philadelphia and the Township. Additionally, Rock Hill Road and Belmont Avenue serve as a primary alternate diversion route for the region during incidents on the Schuylkill Expressway, and, as such, experience even further operational deficiencies during these conditions. This project will provide the improvements necessary to resolve current infrastructure deficiencies for several roadway segments and intersections in the project area that are classified as Level of Service "D" or worse, some of which are currently operating at level of Service "F". This project includes the design and construction of roadway, traffic signal, stormwater, landscape, and pedestrian and bicycle circulation improvements in the Rock Hill Road/Belmont Avenue corridor and two (2) new bridges over Belmont Avenue. It will also provide necessary operational improvements to the current system to facilitate and support future commercial development and economic revitalization in this corridor. The project is currently on the PENNDOT Transportation Improvement Plan (TIP), listed as MPMS# 64795.

The Township has demonstrated a substantial funding commitment to the completion of the project by creating a Transportation Service Area for the corridor via the Act 209 Transportation Impact Fee process; funding 100% of the project's design costs (\$1,700,000); funding appraisals for the property acquisitions required for the project; and pro-actively purchasing a critical portion of the project's required Right-of-Way (the corner property at Rock Hill Road & Belmont Avenue, at a cost of \$1.6 million). The Township pre-emptively acquired this parcel, which was planned to be developed, in order to facilitate the project at the most advantageous and minimum cost, avoiding an increased acquisition cost later in the process once the site was developed. The Township has substantially completed the Preliminary Engineering phase of design of these improvements, and has been actively coordinating with PENNDOT and Norfolk Southern regarding project details for the past four (4) years.

As part of Preliminary Engineering, required Right-of-Way areas have been defined, and preliminary cost estimates for the acquisition of the parcels necessary for the project are in excess of \$5,000,000. The current funding sources for design and Right-of-Way acquisition are

100% local. Construction is currently funded at an 80% Federal, 20% State participation level. Because of the significant increase in Right-of-Way costs, and the fact that the project's improvements will provide benefits to not only the Township, but will provide regional benefits to the thousands of commuters who travel the corridor on a daily basis, the Township previously requested participation from PENNDOT for the remaining portion of the Right-of-Way funding, up to an 80% maximum share. This request was approved in December 2007 pending agreement from Montgomery County. It appears from the draft TIP that the County was not supportive of this right-of-way funding, as it is still shown as 100% local. While the Township is appreciative that the most recent construction cost estimates have been recognized in the TIP, we again request that State/Federal sources fund \$3,500,000 of the total \$5,000,000 Right-of-Way phase in the first four (4) years of the program and that the anticipated construction funding of \$13,000,000 also be included in the first 4 years of the TIP.

Item: F.121

- Pennswood Road Bridge over AMTRAK's Main Line – Existing Project

This approximately 70-year old structurally deficient bridge carries 3,500 vehicles per day across Amtrak's main line in the Haverford area of the Township. It serves as a link between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials in the Haverford/Bryn Mawr area. The design phase of this project is underway with construction contract letting anticipated in 2009. The funding source for design is 80% state and 20% local, and 80% federal, 15% state, and 5% local for Right-of-Way and construction. The Township requests funding for the construction of the project in the amount of \$6,400,000 be allocated in the first four (4) years of the TIP, in order to maintain the project schedule. The Township has budgeted its proportional share in its Capital Improvement Program. The project is currently on the TIP, listed as MPMS# 16216.

Item: F.122

- Union Avenue Bridge over SEPTA's Ivy Ridge Line – Existing Project

This approximately 85-year old structurally deficient bridge has deteriorated to the point where a weight restriction of 5 tons is required. Union Avenue is located near and parallel to the heavily congested City Avenue (U.S. Route 1) corridor. It is often used as an alternate route at peak rush hours. The final design phase of this project is nearing completion with construction contract letting anticipated in 2008. Construction of this project is funded in the second and third years of the draft TIP, but only at a level of \$4,360,000, substantially below the previously requested amount of \$6,000,000, which is the current estimated cost for the construction of the project. The Township requests full construction funding of \$6,000,000 for this project be included on the first four (4) years of the TIP, at a contribution level of 80% federal, 15% state, and 5% local. The Township has budgeted its proportional share in its Capital Improvement Program. The project is currently on the TIP, listed as MPMS# 16248.

Item: F.123

- Ardmore Transit Center – Proposed Project

Significant parking and mass transit facility deficiencies have been identified in Ardmore, the municipal seat of Lower Merion Township. These deficiencies include the need for parking and new facilities for the SEPTA/Amtrak train station, commuter parking, the municipal complex and the business district. In 2002, the Township received a grant from The Delaware Valley Regional Planning Commission (DVRPC) to undertake master planning for the development of an Ardmore Transit Center. Since that time, the Township and Montgomery County have

approved the Ardmore Redevelopment Area Plan that includes the revitalization of the train station area, commuter parking lots and pedestrian and bus linkages.

In 2005, the Township received notification that funding of \$518,880 for improvements to the Anderson Avenue underpass was approved in the State's Home Town/Safe Streets budget. The Township also received a matching grant of \$100,000 from the Montgomery County Community Revitalization Program for this project. Preliminary design work is underway with the consultant team, Amtrak, SEPTA, DVRPC and PENNDOT. The Township has also received a \$300,000 grant from the County Revitalization program to proceed with improvements to the Lancaster Avenue and Ardmore Avenue intersection. These two related improvements were proposed in the Ardmore Transit Center Master Plan.

The Township has been successful in its efforts to secure federal and state funding for a number of the proposed transportation projects. In December of 2004, SEPTA and the Township received notification of a \$5,800,000 appropriation in the Federal Transportation Administration budget in the Omnibus Appropriation Bill for the transit improvements. The Ardmore Transit Center will be a mixed-use inter-modal transit facility incorporating a new train station, platforms, pedestrian connections with bus routes, parking garage, mixed-use facilities (retail, commercial, residential, etc.) and associated public infrastructure improvements. The Center will have the added benefit of stimulating economic revitalization in the Ardmore Business District and improving the existing pedestrian, traffic, parking, and environmental conditions in Lower Merion.

Now in Phase IV, funding for Phase I was provided from a Transportation and Community Development Initiative (TCDI) grant provided by the DVRPC, Community Development Block Grant and matching local funds provided by the Township of Lower Merion. The Township executed a funding agreement with SEPTA in May of 2006 for \$426,000, of which approximately half has been spent on pre-engineering design and environmental clearance work, which is almost complete. In June 2006, the funding agreement was extended by the Township and SEPTA to July 2009 in order to complete the remaining design work. The Township has worked with local legislators to extend the \$5,800,000 appropriation to September 30, 2008.

Preliminary engineering for the train station facility, pedestrian connections, and track and high-level platform improvements are underway with Amtrak and SEPTA. The federally required Environmental Assessment including Section 106 and Section 4(f) reviews are near completion. The Township issued a Request for Proposal for development plan for the revitalization of the Ardmore Business District (which includes the Ardmore Transit Center) in June, 2007. Final selection of a development proposal was completed earlier this year, with selection for the Final Design engineering consultant scheduled for later this year. Currently, this project is not shown at all on the draft 2009-2012 TIP, and the Township requests the reinstatement of the project and that the TIP include funding of \$3,240,000 for final engineering, planning and design and \$28,000,000 for construction, at a funding source of 80% federal, 15% state and 5% local. The Township has budgeted its proportional share in its Capital Improvement Program and is working in partnership with both SEPTA and Amtrak.

The Ardmore Transit Center project is consistent with the Pennsylvania Transportation Policy Plan since it meets the goal for enhanced inter-modal connections between inner-city and regional rail lines. The project will significantly encourage the use of mass transit, thus reducing congestion on local, regional and interstate roadways and further supporting and expanding

improved transit accessibility for commuters. Since the Ardmore station is the only Amtrak stop in Montgomery County, it will encourage the use of rail for both inter-state and intra-state passenger transportation. This will be a significant enhancement for riders regularly using the Northeast Corridor Amtrak system. The improvement of public transit infrastructure will contribute to increased economic development and meet State urban revitalization goals. A discreetly functional complex of pedestrian, mass transit, parking, shopping, retail, services and businesses, the Ardmore Redevelopment Area Plan and the Ardmore Transit Center project will enhance the community and establish growth in an organized and desirable approach significantly contributing to the revitalization of the commercial center of this major first tier suburb, thus reducing pressure for suburban sprawl in the outlying areas.

Item: F.124

- Conshohocken State Road/Mill Creek Road Reconstruction – Proposed Project

This project consists of the repair and reconstruction of Conshohocken State Road, (Pa. Route 23) from Mill Creek Road to Hollow Road and of Mill Creek Road south of Conshohocken State Road to River Road. Conshohocken State Road is a key alternate route and feeder to the Schuylkill Expressway (I-76) which is heavily used when severe congestion occurs on the Expressway. Mill Creek Road feeds Conshohocken State Road and serves as a connection to River Road another alternative to the Expressway, although limited to automobile traffic due to overhead clearance restrictions. Both roadways are exhibiting signs of severe distress requiring major repairs and/or reconstruction to prevent further deterioration including possible embankment failure that would severely limit or prevent their continued use. A preliminary engineering analysis identified signs of pavement and subgrade failure, pavement sliding and dipping, roadway embankment failure, retaining wall movement and inadequate drainage facilities. Design can be completed in early 2009. The Township again requests that the TIP include funding of \$150,000 for design and \$750,000 for construction of this project, at a funding source of 100% Local for design and 100% State and Federal for construction in the first four (4) years of the draft TIP. The Township has budgeted its proportional share in its Capital Improvement Program.

All of the aforementioned projects provide significant benefits that transcend the boundaries of Lower Merion Township. Furthermore, the Township's projects meet a number of identified criteria for funding, including repair of structurally deficient bridges (Union Avenue and Pennswood Road); regional congestion reduction and safety improvement measures (Rock Hill Road/Belmont Avenue); economic development and community revitalization (Rock Hill Road/Belmont Avenue and Ardmore Transit Center); and increased transit utilization (Ardmore Transit Center). Additionally, several of these projects were identified on previous TIPs, and the Township has more than fulfilled their part of the locally-sponsored transportation funding process by fully funding design and partial right-of-way costs, and has successfully advanced the project designs independent of PennDOT oversight. In the case of Rock Hill Road and Belmont Avenue project, I would like to point to the fact that the Township has already committed almost \$3 million of our own funds to the project before a single dollar of state or federal funds have been committed to the project as proof of our dedication to the completion of TIP projects for the benefit of the region.

The Township has in the past and will continue to actively support the Twelve Year Program and its goals to improve safety, enhance mobility and the movement of goods, and the preservation of the transportation system by providing worthy candidates that provide regional as well as local benefits, and by providing the local required funding. The financial support of the Delaware Valley Regional

Transportation Commission is essential to the success of the above initiatives. Therefore, we respectfully request your continued support.

BOROUGH OF WEST CONSHOHOCKEN
MONTGOMERY COUNTY, PENNSYLVANIA 19428
INCORPORATED OCTOBER 6, 1874

BOROUGH HALL NUMBER
610-828-9747

FAX NUMBER
Borough Office: 610-940-5845

June 2, 2008

Mr. Secretary and Pennsylvania State Transportation Commission Members, Mr. Seymour,
and DVRPC Board Staff

Re: Transportation Hearing Testimony

Dear Commission Members:

The Borough Council reviewed the regional transportation projects at the Borough Council meeting on August 14, 2007. As the Borough Manager, I am presenting this written testimony to the State Transportation Commission on behalf of the Council of the Borough of West Conshohocken, Montgomery County.

The Borough would like to add its support to the regional projects as presented by the Montgomery County Planning Commission and the Greater Valley Forge Transportation Management Association. As a Montgomery County community and GVTMA member, West Conshohocken Borough believes that continued support of these projects is vital in addressing traffic growth and promoting economic development in the region.

In addition, the Borough would like to seek continued support for an existing project, Front Street/Balligomingo Road Realignment, (MPMS #16688) and support for a new project , Schuylkill Expressway (I-76)/Matsonford Road Interchange Improvements.

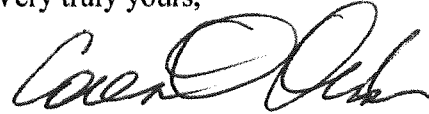
The Front Street/Balligomingo Road project is an extremely important project to both local and regional traffic that provides safety improvements and congestion reduction. Engineering for this project, funded by the Borough, is substantially complete and the project is expected to be ready for construction in 2008. The Borough requests that funding for construction of this project continue to be included in the first four years of the updated Twelve Year Transportation Improvement Program (TIP).

The Schuylkill Expressway (I-76)/Matsonford Road Interchange Improvement project would involve the realignment of Matsonford Road from Front Street (PA 23) to the intersection with the Mid-County Expressway (I-476) Ramps. The ramps to/from the Schuylkill Expressway (Ramps C and D) will be realigned to meet Matsonford Road at a new, 90-degree, at-grade signalized intersection. Additional turning lanes will be provided for traffic traveling from

Matsonford Road onto the Mid-County Expressway (Ramp N). This project addresses congestion and mobility needs by increasing the capacity of Matsonford Road and greatly improving the operational efficiency and safety in this area by eliminating the existing “weave” condition at the heavily congested Matsonford Road/Front Street intersection. These improvements were recently recommended as the result of a pro-active operations and feasibility study completed by the Borough using local funding. Congestion and safety concerns in this area continue to grow due to development pressure in the project vicinity and the increased use of the Matsonford Road Bridge as a major commuting route and alternate to the Mid-County Expressway (I-476).

Thank you for your consideration of this request. The Borough is committed to continuing to work with the GVTMA and our Montgomery County neighbors in providing solutions to the region’s transportation needs.

Very truly yours,

A handwritten signature in black ink, appearing to read "Caren D. Andrews". The signature is fluid and cursive, written over a white background.

Caren D. Andrews
Borough Manager

cc: Borough Council and Mayor



DELAWARE VALLEY REGIONAL PLANNING COMMISSION PUBLIC COMMENT

May 14, 2008

The Township's that represent the Southeastern Montgomery County Coalition would like to add their continued support to the regional projects currently under construction as well as future tip projects as presented by the Montgomery County Planning Commission and the Greater Valley Forge Transportation Management Association.

The projects are as follows:

Cheltenham Township:

- PA 309 Reconstruction Section 102 – MPMS# 16479
- Ashmeade Rd. Bridge Replacement – MPMS# 16610
- Greenwood Ave. – MPMS# 16197
- PA 309 ITS – MPMS# 69799
- Glenside Commercial District Revitalization and Circulation Feasibility Study Phase II – MPMS# 77463
- Glenside Streetscape and Traffic Calming HTSSRS Streetscape Improvements -- MPMS # 72992
- PA 73 (Church Rd.) – MPMS# 16334
- Tookany Creek Pedestrian Trail Improvements Phase II – MPMS# 71205
- Tookany Parkway/Creek (Bridge) – MPMS# 16150
- Traffic Signal Improvement Project – MPMS# 48173
- Jenkintown Parking Garage – MPMS# 704

Jenkintown Borough:

- Old York Road Street Improvements – MPMS# 74808
- Greenwood Avenue (Bridge) – MPMS# 16197
- Jenkintown Parking Garage - MPMS# 704
- Traffic Signal Improvement Project – MPMS# 48173

Springfield Township:

- PA 309 Reconstruction Section 102 – MPMS# 16479

- PA 309 ITS – MPMS# 69799
- Ridge Pike – MPMS# 16577
- Flourtown-Erdenheim Gateways – MPMS# 71203
- PA Ave/Camp Hill Realignment – MPMS# 16433
- Countywide Traffic Signal Improvement Project – MPMS# 48173

Upper Dublin Township:

- PA 309 ITS – MPMS# 69799
- PA 309 Reconstruction Section 101 – MPMS# 16477
- Traffic Signal Improvement Project – MPMS# 48173
- Upper Dublin Street Improvement Project/Transportation Improvements – MPMS# 74814
- Lafayette Ave O/Wissahickon Circle – MPMS# 78742

Thank you for your continued support of the Southeastern Montgomery County projects and for your time and attention.

State Transportation Commission Priorities
State Sen. Connie Williams, 17th District
Submitted: June 2, 2008

The 17th Senatorial District, which includes portions of Montgomery and Delaware counties, presents some of the greatest transportation challenges in the state. The district includes the intersection of three major highways in Southeastern PA – the Pennsylvania Turnpike, the Blue Route (I-476), and the Schuylkill Expressway (I-76). It is a major transportation hub for the region and the entire state.

These highways are only as efficient and effective to the communities in this area as each of the roads and bridges that connect with them. The Delaware Valley Regional Planning Commission, and the many local planning organizations and local governments have challenges ahead of them as the myriad of transportation projects from each of the counties is debated and ordered.

Before I list some of the projects that I feel are most critical to the 17th Senatorial District, I'd like to acknowledge and lend my support to the work and the transportation priorities of the many local planning organizations and local governments. During my years as a state legislator, I have been able to count on their knowledge and resourcefulness in addressing the transportation needs of our local communities and the region.

As you begin work to rank local transportation projects on the State Transportation Commission 12-Year Program, I'd ask that you rank the following projects high on the final list:

- Lafayette Street extension, which impacts both Norristown and Plymouth Township
- US-422 River Crossing Complex project, which includes the Betzwood Bridge Replacement
- PA 23/US 422 interchange modernization
- PA 363/US 422 interchange modernization project and US 422 widening
- I-476 Blue Route Reconstruction

In reviewing the county list for FY 2009-12 TIP Project in Pennsylvania, it became obvious that there is a significant lack of projects in Delaware County. While I understand that during the current phase of the project review process new projects cannot be added to the priority list, it is important that DVRPC take a closer look at projects for Delaware County and be prepared to advocate those projects in the future. I'd ask that you especially pay attention to projects that would directly impact Haverford Township and Radnor Township.

Thank you for providing the opportunity for me to offer input into the future transportation priorities for the region.

U.S. 202, Section 300 Economic Impact Paper

U.S. 202, Section 300 is an essential connection between the Exton Bypass and the U.S. 202 interchange with U.S. Route 422, the Pennsylvania Turnpike and the Schuylkill Expressway (I-76). For the drivers that sit in congestion every day on this highway between the Exton Bypass and the interchange with PA 29, the delay of the widening and reconstruction of U.S. 202, Section 300 is bad news.

Section 300 is the “neck of the hour glass” and the final phase of a three phase project. The first phase was construction of the Exton Bypass. The second phase was reconstruction and widening of U.S. Route 202 between PA 29 and U.S. 422. Delaying the widening of the remaining phase will increase the cost of the project and prevent the public from benefiting from a completed three phase project.

Since the initiation of the project, over \$61 million of public funds has been invested in design and construction related activities, including two bridge projects that are currently under construction. The public will not benefit from these investments until the reconstruction and widening of U.S. 202, Section 300 is complete.

The private sector invested over \$2.4 billion in the Great Valley area. The businesses support over 70,000 jobs within two miles of US 202 Section 300, which is 30% of all jobs in Chester County. Growth in the Corridor and Chester County has continued at an accelerated pace with nearly 10,000 new paid employees in the County in 2005, which is the largest increase in Pennsylvania. -- **Michael Herron, Transportation Management Association of Chester County (TMACC)**

Economic prosperity from the US 202 Corridor is shared with all Commonwealth residents through the generation income, sales, and corporate taxes.

- State revenue figures demonstrate that nearly five percent of Pennsylvania’s taxable income is located along U.S. 202, between the Delaware state line and Norristown.
- Chester County has the highest per capita taxable income in Pennsylvania due in large part to the jobs located along the US 202 corridor.
- The Great Valley area alone generates \$36 million in annual state income tax.
- Properties within the East Whiteland/Tredyffrin Joint Transportation Authority (along Rt. 29 in Great Valley) had a total assessed value of \$682 Million in 2007.

Over the next ten years, there will be eight million square feet of additional commercial development along US 202 Section 300. This development represents more than \$2 billion in private sector investment by such developers as Berwind Property Group, Brandywine Property Trust, Liberty Property Trust, O'Neill Property Group, Rubinstein Group and Trammell Crow Company. This development will add an additional 40,000 jobs. The majority of this development is situated on Brownfield development sites, including Uptown Worthington and Keystone Innovation Zone, which have also received public funding and support. -- **Tom Sklow, Liberty Property Trust**

The region and the State cannot assume that the economic development activity will continue without upgrading the infrastructure that sustains it. This infrastructure is critical to regional economic success. Failing to address the congestion and safety on U.S. 202, Section 300 will discourage the retention and expansion of businesses to this designated growth area. There is great risk in losing major businesses and employers that will choose to locate outside of the Philadelphia region or the State. -- **County Commissioner Carol Aichele**

Chester County's population increased by nearly 49,000, which was the largest population increase in Pennsylvania from 2000 to 2006. Specific to the U.S. 202, Section 300 corridor, the population of Tredyffrin, East Whiteland, and West Whiteland townships increased by nearly 9,000 residents from 1990 to 2005. An additional 11,000 residents are projected in these townships over the next 30 years. The demand for widening and reconstruction of Section 300 will only increase and intensify as more people move to the area and rely on the connections provided by US 202 for their mobility throughout Southeastern Pennsylvania. -- **Chester County Planning Commission**

U.S. 202, Section 300 is heavily congested in both directions for the AM and PM peak hours. Traffic volumes on Route 202 between US 30 and PA 401 increased from 69,500 to nearly 90,000, a 30% increase between 2002 and 2007. The average commute time in Chester County has increased 40% in the past 5 years. In 2007, the average speed on U.S. 202, Section 300 in the morning and evening peak period was an estimated 26 m.p.h. Buses that travel throughout the corridor are also stuck in congestion on U.S. 202 or parallel roadways, making it difficult to provide reliable public transit service. -- **Peter Quinn, Greater Valley Forge Transportation Management Association (GVFTMA)**

Traffic congestion and poor pavement conditions are contributing factors to safety issues along the road. According PennDOT records, there are 579 recorded accidents that occurred on project area mainline and 6 fatalities from 1993-2001 and 2003-2004. Municipal governments must bear the weight of fire and ambulance response from vehicular crashes. They also deal with increased use of municipal roadways, caused by traffic diverting from U.S. 202 and other

roads that can no longer support the trips that they were originally expected to carry.

Representatives of U.S. 202 businesses and corporate centers have expressed their frustration with the difficulty employees encounter commuting to work and with the slow pace of government response to reducing highway congestion. Likewise, residents frequently and persistently have complained about the impact to their quality of life as frustrated motorists try to avoid excessive backups on 202 by cutting through local roads. -- **Tredyffrin Township**

The County is committed to preserving open space and focusing growth in developed areas with infrastructure. This policy to preserve open space and reduce urban sprawl is reflected in the public and private investment of over \$500 million in the preservation of open space. Without widening of U.S. 202, Section 300, the investments and commitments of the County are jeopardized. Continued congestion on U.S. 202, Section 300 may prompt sprawl development, which is contrary to the County's vision and policy. Daily congestion also increases emissions, degrades air quality, and consumes energy. Completing the U.S. 202, Section 300 is a critical strategy for maintaining and sustaining our natural environment. -- **County Commissioner Carol Aichele**

Pennsylvanians have been waiting for the widening and reconstruction of U.S. 202, Section 300 for over a decade. They are monitoring current demolition and reconstruction of the bridges and parallel roadways. They are riding buses and trains to avoid the additional delays during construction. If the construction stops or the project is further delayed, the public will demand answers and justification.

Reconstruction and widening of U.S. 202, Section 300 must be considered one of the highest priorities for transportation improvements in the Delaware Valley Region and the Commonwealth of Pennsylvania. Unfortunately, PennDOT is proposing to delay the reconstruction and widening of U.S. 202, Section 300 until FY 2011. This continued deferral of the widening and reconstruction of U.S. 202, Section 300 will increase congestion, create additional safety issues, limit the region and State's ability to attract businesses and ultimately increase the overall project costs.

The Chester County Commissioners, TMACC, GVFTMA, and the businesses in the U.S. 202 corridor do not support this continued deferral.



United States Department of the Interior

NATIONAL PARK SERVICE
Valley Forge National Historical Park
1400 North Outer Line Drive
King of Prussia, PA 19406-1009

IN REPLY REFER TO:

A88 VAFO(P)

June 2, 2008

Memorandum

To: Delaware Valley Regional Planning Commission

From: Superintendent, Valley Forge National Historical Park

Subject: Comment on Draft TIP Related to the Route 422 Corridor

Thank you for the opportunity to comment on the Draft Transportation Improvement Plan. I write to you to let you know of the support of Valley Forge National Historical Park for projects that will alleviate congestion in and around the national park.

The park is a member of both the US Route 422 Corridor Coalition and also the Greater Valley Forge TMA. The coalition came together in 2001 and comprises over 40 public and private sector members along the US Route 422 corridor in Montgomery and Chester counties. The coalition is dedicated to improving transportation and the quality of life in those communities along US Route 422 and the entire region.

The National Park Service strongly supports the continued and expedited funding of the US 422 River Crossing Complex projects. These include:

- the modernization of the PA 23/US 422 interchange with the relocation of North Gulph Rd (MPMS #48172);
- improvements of PA 363/US 422 interchange with new ramps to and from US 422 west of the interchange (MPMS #64796); and
- construction of US 422 (new) expressway bridge across the Schuylkill River (MPMS # 70197).

The Valley Forge area is confronted with congestion on a daily basis and all the stake holders in this region understand that US 422 is the key contributor to the problem. US 422 is a vital link in the transportation system of the Valley Forge area and the congestion created from the current Schuylkill River crossing is severe. The adjacent communities and Valley Forge National Historical Park are severely impacted from the spill-over traffic that is forced on to the local roadways.

Completion of the River Crossing Complex will improve local access and mobility and will strengthen the region's transportation network.

The park has worked with the Valley Forge Area Transportation Planning Study coalition of federal, state, and local governments and civic organizations since 2001 to develop a mutual and effective approach to the problems we all share. The River Crossing Complex is the solution. I thank you for your time and your support of the projects in the 422 Corridor.

A handwritten signature in black ink that reads "Michael A. Caldwell". The signature is written in a cursive style with a large initial 'M'.

Michael A. Caldwell

cc: Shayne Trimbell, 422 Coalition

Item: F.130



May 7, 2008

Mr. Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 North Independence Mall West
8th Floor
Philadelphia PA 19106-1520

Dear Mr. Seymour:

Many members of the Transportation Management Association of Chester County (TMACC) have expressed concerns about continued delays in funding reconstruction of U.S. Route 202, Section 300. As one of the primary economic development highways in Pennsylvania, deferring widening to FY 2011 or beyond will unnecessarily continue the history of traffic congestion in the Great Valley area. This will make it more difficult to grow the life sciences, information technology and financial services businesses, as well as services that provide millions of dollars to the state's economy.

The TMACC compiled state revenue figures showing that nearly five percent of Pennsylvania's taxable income is located along U.S. 202, between the Delaware state line and Norristown. When expanding out into feeder roads, such as U.S. 30 to the west, this grows even further. DVRPC cannot assume that the commercial activity that generates this income will continue without upgrading the infrastructure that sustains it. This infrastructure is critical to regional economic success.

There is very strong support for this project. As you know, the corporate community supported the TMACC's efforts many years ago to initiate the environmental studies. They remain committed to the U.S. 202 corridor in its role to move employees, goods and services. Municipal governments want action, because they bear the weight of fire and ambulance response from vehicle crashes. They also have more demand on municipal roadways, caused by traffic diverting from roads that can no longer support the trips that they were originally expected to carry. Chester County's Board of Commissioners is behind widening this roadway to manage mobility.

It is our hope that DVRPC and PennDOT can work collaboratively in supporting our stakeholders. This dictates speeding the process towards a rebuilt U.S. 202, Section 300. New capacity is needed to handle traffic demand for 2009, 2019 and beyond.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael E. Herron".

Michael E. Herron
Executive Director

Item: F.131

Peter Quinn TIP Meeting Presentation

US 202 Section 300

May 14, 2008

Over a decade ago PennDOT and the DVRPC recognized the importance of improving U.S. 202 Section 300 as an essential connection between the Exton Bypass and US 202 Section 400 interchange with US Route 422, the Pennsylvania Turnpike and the Schuylkill Expressway. Over 90,000 cars travel daily on this facility. It is heavily congested in both directions for the AM and PM peak hours. Unfortunately the Draft FY09-FY12 Transportation

Improvement Plan (TIP) for the Delaware Valley Region does not include programming for the reconstruction and widening of US 202 Section 300 until FY 2011. This continued deferral of the widening and reconstruction of US 202 Section 300 will increase congestion, create additional safety issues and ultimately increase the overall project costs. We do not support this continued deferral and we request full programming for the final design and construction phase of this project. Finally we request fast track procedures be utilized by PennDOT to complete

right of way acquisition and final design activities for US 202 Section 300.

In addition to US 202 Section 300 there are a number of other important transportation projects in the GVF Transportation service area. We support the comments being made by Lower Merion and Tredyffrin and will be submitting additional comments for other GVFTMA partners.



Office of the President
R. Stanley Schuck

SUPPLEMENTAL PUBLIC HEARING TESTIMONY
For the 2009-2012 Twelve-Year Transportation Program

Good Afternoon:

I am Stan Schuck, President & CEO of The Main Line Chamber of Commerce. Our service area consists of nine (9) municipalities stretching from Bala Cynwyd on the east to the Great Valley area on the west. Our serving area on the north and west is bordered by Route 202—Section 400 on the north and 300 on the west.

Our towns and residents will be adversely affected by a delay on the widening of Section 300 due to congestion and the construction work on the bridges. People will be sitting in morning and evening commuter traffic, and the thought of this being the norm--with no relief for an indefinite time--is just not acceptable.

The most productive engine for Economic Development in Pennsylvania is the Great Valley area of Chester County. It is the location of the Chester County Keystone Innovation Zone. Great Valley is also a hotbed for the Bio-tech Industry and for software development--over 125 Bio-tech and software development emerging businesses are located there.

To delay the widening would create a detriment to those companies and possibly preclude new companies from locating there.

Finally, this area supports a strong retail base in the established towns along Route 30 and the regional malls. Perceived delays could have a negative impact on the retail base.

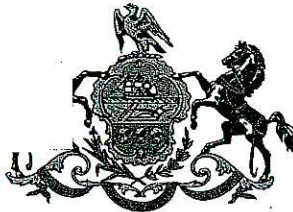
For all these reasons, the 1600 member businesses of The Main Line Chamber of Commerce strongly urge Penn Dot, DVRPC and the TIP to consider all impacts and find the funding to finish the widening of Section 300 of Route 202.

Sincerely,

June 1, 2008

44TH DISTRICT
JOHN C. RAFFERTY

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jrafferty@pasen.gov
- WEBSITE:
www.senatorrafferty.com



Senate of Pennsylvania

June 5, 2008

COMMITTEES

- LAW & JUSTICE, CHAIRMAN
- APPROPRIATIONS
- BANKING & INSURANCE
- CONSUMER PROTECTION & PROFESSIONAL
LICENSURE
- JUDICIARY
- LOCAL GOVERNMENT
- ADVISORY COUNCIL FOR THE SOUTHEASTERN
VETERAN'S CENTER
- TARGETED COMMUNITY REVITALIZATION
AND CRIME PREVENTION ADVISORY COMMITTEE
- PENNSYLVANIA COMMISSION ON CRIME
AND DELINQUENCY

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Sirs,

I write in support of the letter dated May 29, 2008, addressed to you from West Norriton Township, Montgomery County. Each and every one of the TIP items is urgently needed in our region. The Betzwood Bridge (MPMS# 16489, 16490, 16669, 16703) and the U.S. 422 ramps are in critical phase for the entire region. Economic development is slowing and air pollution is growing as traffic congests along these routes.

I urge your consideration of the requests advanced by West Norriton Township.

Thank you. I remain,

Very truly yours,

A handwritten signature in black ink, appearing to read "John C. Rafferty, Jr." with a stylized flourish at the end.

John C. Rafferty, Jr.

JCR/sf

Cc: Karen E. Madden, Township Manager
West Norriton Township

Item: F.134

JOSEPH R. PITTS
18TH DISTRICT, PENNSYLVANIA

COMMITTEE ON
ENERGY AND COMMERCE

COMMISSION ON SECURITY AND
COOPERATION IN EUROPE

CONGRESSIONAL—EXECUTIVE
COMMISSION ON CHINA

ASSISTANT REPUBLICAN WHIP

Congress of the United States
House of Representatives

Washington, DC 20515-3816

June 2, 2008

GABE NEVILLE—WASHINGTON CHIEF OF STAFF
TOM TILLET—DISTRICT CHIEF OF STAFF

420 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3411

LANCASTER CO. COURTHOUSE
60 NORTH DUKE STREET
LANCASTER, PA 17602
(717) 393-0887

POST OFFICE BOX 837
UNIONVILLE, PA 19375
(810) 429-1940

Web Page: www.house.gov/pitts

Chairman Jerald R. Cureton
Delaware Valley Regional Planning Commission
190 North Independence Mall West
Philadelphia, PA 19106

RE: FY 2009-FY 2012 Draft TIP
Borough of Parkesburg – West Bridge Street, Project No. 14134
State Street Bridge, Project No. 14653

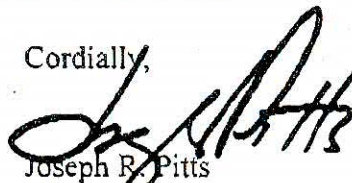
Dear Chairman Cureton:

It is with concern that I submit the following comments on two projects that are of great importance to the Borough of Parkesburg.

It is my understanding that the West Bridge Street and State Street Bridge projects have had their funds removed from the 2009-2012 Transportation Improvement Program (TIP). The Borough of Parkesburg is ready to move on these projects and is ready to contribute their matching funds. I am in support of funding these projects on the 2009-2012 TIP.

Please let me know if I can be of any assistance in this matter.

Cordially,



Joseph R. Pitts
Member of Congress

JRP/nc



TOWNSHIP OF NEW BRITAIN

Bucks County, Pennsylvania

Founded: 1723

May 7, 2008

Elizabeth Schoonmaker
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Ms. Lynn Bush
Executive Director,
Bucks County Planning Commission
55 East Court Street
Doylestown, PA 18901

Re: Draft FY2009 TIP for NJ and PA. - Bristol Road Extension

Dear Ms. Schoonmaker and Ms. Bush,

Please accept this correspondence on behalf of the New Britain Township Board of Supervisors, and as confirmation of their continued interest and support for the completion of the TIP Project MPMS # 12923, AQ Code 2020M, also known as the "**Bristol Road Extension**".

Due to the unique characteristics of the roadway system within our municipality, (please see enclosed map) we are virtually bisected by Lake Galena, and the Septa Railroad. This allows very few choices for motorists traveling in a northeast – southwest direction through the community, as most of the local roads funnel towards the heavily congested Rt. 202 and Rt. 152 Intersection in Chalfont Borough.

The result of this situation is more than a simple inconvenience; it has a much more serious and immediate impact on our ability to provide essential emergency services on a timely manner, especially during daily rush hours.

Without the transportation relief anticipated by the Bristol Road Extension, our Police, Ambulance and Fire Apparatus - *and their volunteers* - will continue to be delayed while fighting traffic congestion along Route 202 and Route 152, thereby delaying their emergency response, and potentially endangering our residents and many others traveling through our communities.

We believe that the Bristol Road Extension should remain both active and funded on the “TIP” for the obvious public safety reasons as summarized above. However, we also believe that this project brings many other benefits to the community.

The project is multi-modal; it will provide transportation opportunities for motor vehicles as well as for bicyclists, pedestrians, as well as enhancing public transportation opportunities. It will also relieve motor vehicle pressures on the nearby Keeley Avenue, therefore reducing use and potential damage to the Historic Covered Bridge as well.

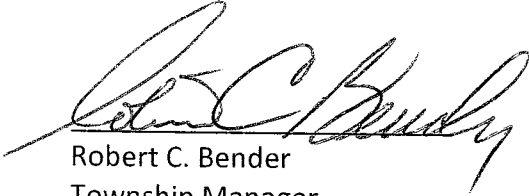
Please consider the following in support of this project:

1. The Bristol Road Extension will allow the New Britain Township Police Department direct access to the existing Route 202, the proposed Route 202 Parkway, and the entire southeastern portion of the municipality, without having to transverse the traffic congestion commonly found within Chalfont Borough and at the Route 202 and 152 intersection.
2. The Chal-Brit Regional Emergency Medical Services building is located at the terminus of the proposed Bristol Road Extension. If this project is completed, Ambulance and EMT response time to Route 202 and the new Parkway will be reduced, as will response to a major portion of Chalfont Borough, New Britain Borough, and New Britain Township.
3. Traffic using the Bristol Road Extension will likely reduce the traffic congestion within Chalfont Borough by a comparable amount benefiting all motorists, and *reducing air pollution* in the community caused by the current congestion.
4. Traffic using the Bristol Road Extension will reduce traffic on the Keeley Avenue Covered Bridge, an important *Historical Structure* in our community.
5. Completion of the Bristol Road Extension will permit easier access to the existing Chalfont SEPTA station for many motorists and residents of the New Britain Borough, Doylestown, and Warrington areas, thereby helping promote use of *public transportation*.
6. Completion of the Bristol Road Extension *will provide a direct pedestrian and bicycle route*, interconnecting the three adjacent municipalities with the nearby SEPTA stations, as well as North Branch and Peace Valley Parks.

Clearly, our primary purpose in supporting the Bristol Road Extension is related to critical emergency service response time and public safety. However, we also support this project for the other reasons as stated above and request that this project remain a priority on the TIP listing, as well as a priority for both State and Federal Funding towards completion as soon as possible.

We would be pleased to meet to discuss this project, or to take any interested parties on a tour of the community to verify our statements, at your convenience.

Sincerely,
New Britain Township Board of Supervisors

A handwritten signature in black ink, appearing to read "Robert C. Bender". The signature is fluid and cursive, with a large initial "R" and "B".

Robert C. Bender
Township Manager

- C: Pennsylvania Senator Charles T. McIlhinney, Jr.
- Pennsylvania Representative Katharine M. Watson
- Bucks County Commissioners
- Chalfont Borough Council
- New Britain Borough Council
- Chalfont Chemical Fire Engine Company # 1, Inc.
- Chal-Brit Regional Emergency Medical Services, Inc.

MPMS# 12923 Bristol Road Extension

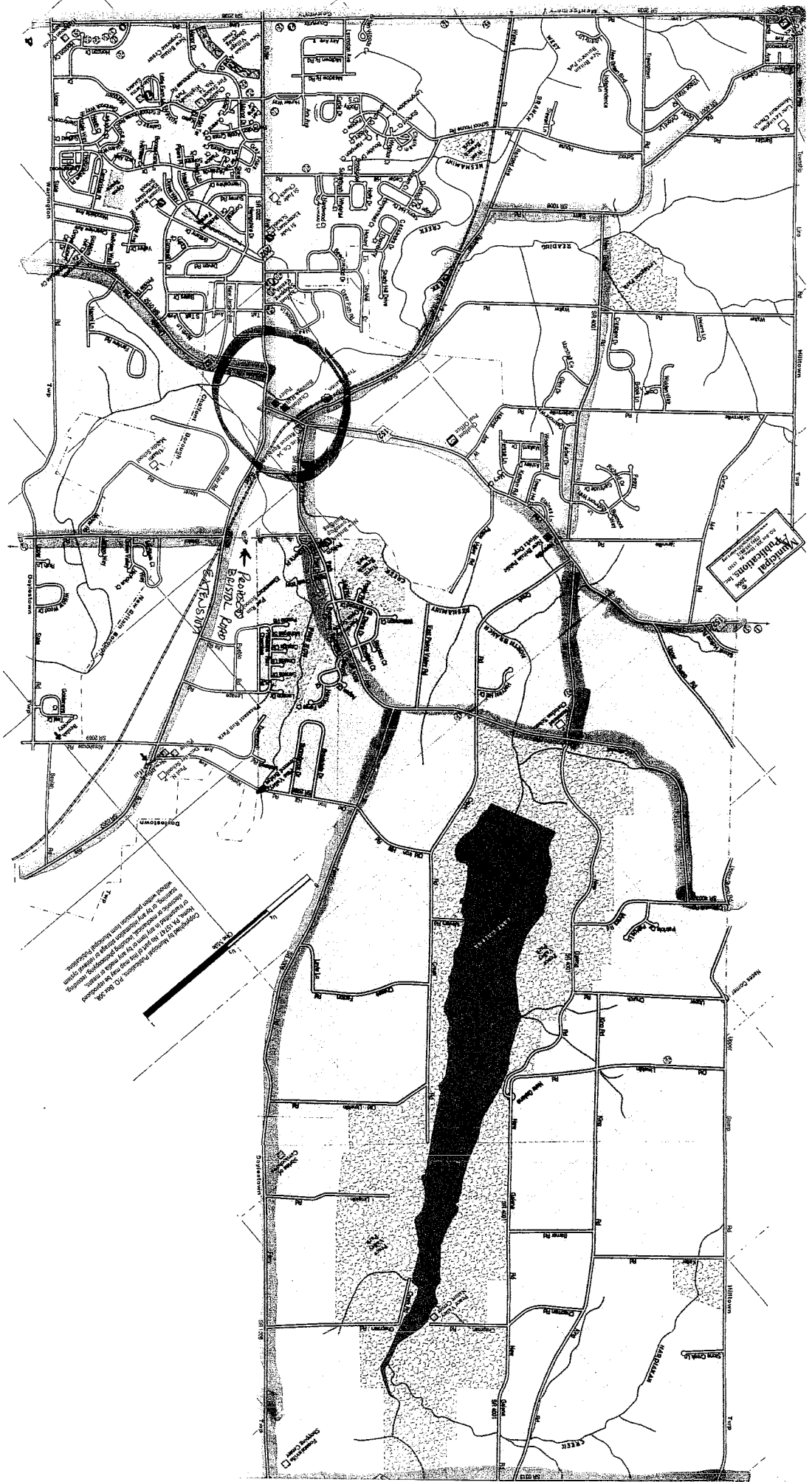
AQ Code 2020M US 202 to Park Avenue
 Major SOV Capacity Two Lane Extension
 Subcorr(s): 8H Chalfont Borough; New Britain Borough; New Britain Township

Provide a two lane extension of Bristol Road (approximately 2000 ft.) from US 202 to Park Avenue. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on US 202 and turning movements at the US 202/PA 152 intersection.
 SAFETEA DEMO #500 - \$1.6 Million
 SAFETEA DEMO #4775 - \$400,000

Later FYs

TIP Program Years (\$ 000)

Phase	Fund	FY2007	FY2008	FY2009	FY2010	Later FYs
PE	DEMO	800				
PE	H-STATE	200				
FD	DEMO	800				
FD	H-STATE	200				
UTL	H-STATE		1,000			
ROW	DEMO			400		
ROW	HWY			432		
ROW	H-STATE			208		
UTL	H-STATE					1,000
UTL	H-STATE					10,000
CON	H-STATE					5,000
Fiscal Year Total		2,000	1,000	1,040	0	16,000
				Total FY 07-10	4,040	



**COMMENTS RECEIVED FROM
THE REGIONAL CITIZENS
COMMITTEE (RCC)**

**COMMENTS OF THE DVRPC
REGIONAL CITIZENS COMMITTEE
DVRPC FY 2009 - 2012 DRAFT TIP FOR NEW JERSEY
DVRPC FY 2009-2012 DRAFT TIP FOR PENNSYLVANIA**

June 1, 2008

TIP: General Comments

- Item: G.1** • Overall, the RCC supports, in a regional context, expanding accessible and affordable, and environmentally sustainable transportation options: high-speed and light rail, rapid and mass transit, and walkable, bike-able streets. The RCC supports actively promoting greener land use, less polluting cars, and decreased auto dependence.
- Item: G.2** • The RCC recommends that each TIP project should indicate who the primary beneficiary(ies) of the project would be. A recommended approach would be utilizing icons (eg. pedestrian, transit, car etc.) for each TIP project, similar to what WILMAPCO uses in its TIP document.
- Item: G.3** • Can the projects be sorted by DB# and T#?
- Item: G.4** • The RCC reads that 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 for a project's inclusion in the TIP. The TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding. *Does it matter that the TIP process does not seem to use a deliberate selection process following selected safety and air quality criteria from the 2030 plan?*
- Item: G.5** • The RCC appreciates DVRPC's effort for making a project location mapping option available online for the Transportation Improvement Program (TIP). However, we feel the need for links to DOT, Counties and Municipal drawings that show project details in various stages of development (varying from overview to preconstruction detail). It is difficult for the RCC to address **Environmental Justice** concerns and multimodal movement of people (customers) plans without adequate project details. This also provides an opportunity for DVRPC to facilitate open access to information to all citizens. Access to this kind of detail is extremely difficult if not impossible for the ordinary (stakeholder) citizen to attain. Citizens have a desire and right to know where and how our money is being spent.
- Item: G.6** • Where are air quality improvement projects with meaningful air quality improvement goals that lead the region to compliance to meet 2030 goals? The American Lung Association's 2008 "State of the Air Report" lists our area as one of the most polluted regions in the Country and we lose too many lives to crashes on our highways.
- Item: G.7** • Why must Air Quality conformity be so complicated? Can't we keep it simple and relate our progress toward conformity by improving Air Quality for our children and grandchildren.
- IS THIS PLAN OUR LEGACY FOR OUR CHILDREN?**

Will this plan help them breathe **CLEANER AIR** than we do? Will this plan provide them a **SAFER** and more efficient transportation system than we have?

Is this our best effort for our children?

Transit

New Jersey

- Where are NJ Transit and PATCO projects that aim to reduce SOV usage and improve air quality offered as alternatives to highway projects Re: to CMP Transit Alternative Solutions and the states edict that congestion relief are lowest priority.
- How can the pie chart in figure-2 be so large (NJ Transit 43%) when there are little or no transit improvement projects in the project listing? Is this number realistic? The highway programs show service improvements vs. transit which are mostly maintenance. Is the percentage skewed by projects that are outside the MPO?

Pennsylvania

- Item: G.8** • The Jenkintown Parking Garage project (MPMS # 704) may be counter-productive, in attracting riders who would use other SEPTA stations, causing congestion in Jenkintown. Many questions have not been answered, and there are alternatives (such as issuing parking permits—based on a ridership census—for Jenkintown residents). Riders should be encouraged to utilize other stations, and there should also be increased options of alternative access (such as increased bus service) to the Jenkintown station.
- Item: G.9** • The RCC had a general question regarding the escalation of cost of the Wawa rail improvements.
- Item: G.10** • Why are parking garages not being considered at Gwynned Valley (MPMS #703)?
- Item: G.11** • In reference to MPMS #60540: What criteria (such as license plate surveys) are used to determine parking enhancements (either lots or garages)? How do agencies ensure compliance with environmental regulations and how are these findings made public?

Road

General

- Item: G.12** • Where are specific safety accident reduction projects with meaningful goals and target reductions? Addressing the DVRPC fact that most crashes occur on local roads.
- Item: G.13** • Why aren't supplemental Congestion Management Program (CMP) transit projects listed next to associated highway enhancement projects? Wouldn't the lists be more meaningful with them linked and be helpful to the public understanding and emphasize the point with DOT and NJ Transit personnel?
- Item: G.14** • How can we see "Safe Routes to School" and "Complete Streets" projects in the TIP?

- Item: G.15** • Have “Road Safety Audits” & Road Safety reviews been conducted on all projects?

Pennsylvania

- Item: G.16** • The Montgomery County Highway Projects map (and perhaps others) show a number of projects that do not appear in the project list on the opposite page nor have descriptions in the text. Perhaps these spurious numbers represent recently deleted projects.

Additional RCC comments:

- Item: G.17** The RCC supports comments submitted by the Gulph Mills Civic Association re: Henderson Road Ramps, I-76, Westbound (MPMS# 68064) Interchange Improvement (formerly 2003 Tip #8745 & MPMS #16211) (independently submitted, and copied here.) The RCC also added an additional comment, #6.

1. This project, relocating an existing, poorly placed, dangerous on-ramp and adding a new off-ramp at a major arterial (Henderson Road), was scheduled for construction in 2008 & 2009 on the current 2007 TIP.
2. The project is mislabeled as increasing SOV capacity; it will actually enhance transit as a viable alternative at the Gulph Mills Intermodal Station of the Norristown High Speed Line, which is now strangled by congestion. This intermodal station is served by SEPTA routes 95, 100, 123, 124, 125, as well as the Suburban Link and several Corporate employer shuttles, which provide efficient alternatives to SOVs if congestion at the station is reduced.
3. The project will also improve air quality and safety, by mitigating near constant congestion in a number of historic residential neighborhoods.
4. The project was identified in the 2007 TIP as integral to the Delaware Valley Freight Corridors Initiative, enhancing highway goods movement to established Industrial Centers. It will shorten many truck trips, allowing tractor trailer trucks to remain on the safer, faster Interstate Highway system, instead of local residential roads, and closer to their intended destinations.
5. Allowing truck traffic to remain on the Interstate system, the project will help preserve the structural integrity of a 200 year old bridge on a key commuter route to identified employment centers. All of the above noted SEPTA routes and TMA sponsored shuttles to the intermodal station would be compromised by the closure of this bridge, adversely affecting ridership, and making an existing congestion nightmare worse.
6. The RCC supports this project provided that the interchange with Henderson Road is compatible with non-motorized transportation (bicycles and pedestrians)

The RCC also fully supports the comments submitted by the Bicycle Coalition of Greater Philadelphia (independently submitted, and copied here:)

Given the concerns ranging from energy independence, global warming and the benefits of physical activity, bicycling and walking should be entitled to a larger piece of the transportation funding pie. Funding levels should be set at a minimum to match the existing non-motorized mode share and the percentage of bicycle and pedestrian traffic deaths.

NJ should adopt a complete streets requirement tied to any state transportation funds including Local Aid.

There should be incentives built into Local Aid funds to encourage counties and municipalities to create and implement local bicycle and pedestrian plans.

There is an overall lack of bicycle and pedestrian projects in the TIP. The TIP is the most transparent document available to the public. Regardless of how bike-ped projects are funded or where they are in the pipeline they should be considered transportation projects and included in the TIP.

We applaud the efforts of NJDOT's rapid design team, that expedites quick fix pedestrian projects on state highways. This little known but excellent program should be better publicized as a model DOT project.

Create a consistent fix-it-first policy for all state transportation agencies, including NJDOT and the New Jersey Turnpike Authority.

Boost funding for the NJFIT program to ensure continued progress on smart growth projects.

NJ TRANSIT

Policy Statement - Eliminate holiday bike restrictions on all NJT Trains, this rule which has no documented correlation with passenger capacity and should be replaced with the normal policy of enabling conductors to use their discretion to disallow bikes based on crowding conditions.

T210 - Use Transit Enhancements Funds to install vertical bicycle racks on the Atlantic City Line and the Northeast Corridor Line.

County Highway Programs

Burlington-Mercer County

- 02390 Funding allocated for the Delaware River Heritage trail is only a fraction of what is needed to complete the trail, increase

investment and prioritize. This is the only regional trail project listed on the NJ TIP.

Burlington County

- T524 Burlink Shuttle - Equip all buses with bike racks to increase reliability of bike on bus access. Restore service cut in early 2008.
- Investigate feasibility of joint SEPTA service between Palmyra and Frankford Transportation Center in Philadelphia.
- 95078B1 Campus Drive: Include sidewalks and shoulders for bicycle travel. As well as a pedestrian crossing on Route 130
- 01356 Crafts Creek Bridge At Route 130: Why are sidewalks not included? This bridge appears to be part of the proposed alignment to the Delaware River Heritage Trail? In the 2003 State of trail report states It is anticipated that a side path available for walking and cycling will be provided between Burlington Street in Bordentown Township and Hornberger Avenue in Roebling.

Mercer County

- DRJTBC - Include a bicycle and pedestrian pathway on the new Scudder Falls Bridge.

Camden County

- DRPA - Seek transportation funds and economic development funds to design and build ADA accessible ramps on the north and south walkways of the Ben Franklin Bridge in Camden.

Gloucester County

- Connect the Monroe Township Bike Path to the west campus of Rowan University
- Prioritize projects to implement the newly created Gloucester County Trails plan”

**COMMENTS RECEIVED FROM
DVRPC PLANNING PARTNERS
& AGENCIES**

Item: H.1

TIP Plan Comments

From: Johnson, David P. [dpjohnson@co.bucks.pa.us]

Sent: Monday, June 02, 2008 4:28 PM

To: Anderson, Gastonia

Subject: RE: Bucks County Response to Public Comment on the DRAFT FY09 TIP for PA

Gastonia,

I do have an generalized comment on MPMS # 13342. I think the description should be checked for grammatical and spelling mistakes and re-written to eliminate redundant sentences.

Dave Johnson

6/5/2008

Technical Comments Received from Chester County

Item: I.1
Item: I.2

Item: I.3
Item: I.4

Item: I.5
Item: I.6
Item: I.7
Item: I.8

Item: I.9

Item: I.10

Item: I.11
Item: I.12
Item: I.13
Item: I.14
Item: I.15

Item: I.16
Item: I.17

Item: I.18
Item: I.19
Item: I.20

MPMS	PROJECT	COMMENT
13910	White Horse Road Bridge Over Pickering Creek	Description: Should "TOLL CREDIT" be deleted from the description?
13945	US 202 Section 300 (Design)	Description: Replace with "This project serves as the design phase for US 202 Section 300 from North Valley Road to US 30 (Exton Bypass). This project involves widening and reconstruction of approximately 6.7 miles of limited access highway on existing alignment. The widening will provide a total of three travel lanes in each direction and includes interchange modifications. This project is coordinated with MPMS 64493 (Section 310 bridges construction), MPMS 65613 (Section 311 bridges construction), MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), MPMS 64479 (Traffic Management Systems), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14663 (Chester Valley Trail)." Note: Replace with "This project contains ITS Treatments." (ITS treatments are complete.)
14202	Landenburg Road (Bridge) Over East Branch of White Clay Creek	Title: Correct spelling of "Landenberg"
14251	Chandler Mill Road (Bridge) over West Branch of the Red Clay Creek	ROW: This bridge was included in a bridge bill and should be funded 80% Federal, 15% State, 5% Local. The programming for ROW should be \$2,500 Local; \$7,500 State; and \$40,000 Federal for a total of \$50,000. This will match the funding split for CON that is currently included in LFY. Description: Replace with "Replace Chandler Mill Road Bridge over West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient (sufficiency rating of 18), functionally obsolete, and posted for 8 tons. The bridge is part of the Chester County Planning Commission's recommended bikeway network. The project is on PennDOT's 12-Year Program and PE is underway."
14336	Pine Swamp Rd. (Bridge) Over Pine Creek	Description: Should "TOLL CREDIT" be deleted from the description?
14337	Harmonyville Rd. Bridge II over French Creek	Description: Delete "LET 6/16/09"
14484	PA 41 Corridor Study Delaware State Line to PA 926	Municipalities: Add New Garden, London Grove, and Londonderry
14492	Pickering Road (Bridge #315) over Pickering Creek	Description: Replace with "Replace Pickering Road Bridge over Pickering Creek in East Pikeland Township. This County owned bridge (#315) is structurally deficient (sufficiency rating of 19), functionally obsolete, and closed." Delete "LET DATE - 04/15/2009"
14515	PA 100 Exton to Lionville	Description: Delete "LET -10/15/2010. Estimated cost is \$14 million." Note: Replace with "This project contains ITS Treatments." (ITS treatments are complete.)
14532	US 30, Coatesville Downingtown Bypass PA 10 to Exton Bypass	Description: Replace with "Roadway reconstruction of approximately 14 miles of limited access highway and interchange ramp modifications to improve safety, reduce congestion, and upgrade deteriorating infrastructure." Include earmark references. Municipalities: Add East Caln Township, Downingtown Borough, Caln Township, Coatesville City, Valley Township, West Caln Township, Sadsbury Township, West Sadsbury Township
14580	US 1 Expressway Reconstruction MD Line - PA 896	Description: Delete "LET 3/15/2015"
14581	US 1 Expressway Reconstruction PA 896 to Schoolhouse Road	Description: Delete list of municipalities at the end of the description.
14587	Springton Rd. (Bridge) over branch of Indian Run	Description: Delete "LET 7/15/2010"
14629	PA 100 Eagle Loop Road PA Turnpike to Fellowship Rd.	Delete this project for the TIP? Anticipated FY08 Let under FY07 TIP. See May 2008 TIP Amendment.
14653	State Street Bridge Over Amtrak's Harrisburg Line	Description: Replace with "Remove the dilapidated vehicular bridge piers. Bridge has been removed and closed to traffic since the 1970-s. Extension of Public Utilities Commission requires removal before the end of 2012."
14663	Chester Valley Trail	Municipalities: Add Tredyffrin
14675	Chester Valley Trail	Map: This project has been combined with MPMS 14663 and this MPMS number is not listed in the draft TIP. However, the MPMS number is displayed on the Chester County Map. Possibly delete the number from the Map, but ensure that the alignment for this section is included in MPMS 14663.
14680	Rapp's Dam Covered Bridge Over French Creek	Description: Rehabilitation and painting of the Covered Bridge.
14699	PA 113, Gay St. (Bridge) over French Creek & Norfolk Southern RR	Description: Replace with "Replacement of the "High Bridge." Construction underway."
15385	US 202 Section 100 (Design) Matlack Street to Delaware State Line	Description: Replace with "Improvements along 7.5 miles of US 202 between Matlack Street and the Delaware State Line to address congestion and deficiencies in the existing transportation network. This project is currently in the draft environmental impact statement phase. Current alternatives include widening, grade-separation of interchanges, and other intersection improvements. No funds will be programmed for additional phases until the conclusion of the DEIS." Municipalities: Add West Goshen, Westtown, Thornbury (Chester), Thornbury (Delaware), Birmingham, Chadds Ford, Concord, Bethel

Item: I.1

Item: I.21
Item: I.22

Item: I.23

Item: I.24

Item: I.25

Item: I.26
Item: I.27

Item: I.28
Item: I.29

Item: I.30

Item: I.31
Item: I.32

47137	PA 41 at Zook Rd. and Bridge over Octoraro	Bridge over Octoraro Creek	Description: Should "TOLL CREDIT" be deleted from the description?
47979	Paoli Transportation Center - Road Improvements	US 30 and Paoli Pike	Description: Replace with "The Paoli Transportation Center will provide a new intermodal transportation center just west of the existing Paoli train station that serves Amtrak, SEPTA's R5, and various bus routes. This project includes roadway, bridge, intersection, and signalization improvements in and around the Paoli Transportation Center. The improvements will address access and circulation needs for vehicles, buses, bicyclists, and pedestrians. The improvements will be focused on roadways around the new transportation center including US 30 (Lancaster Avenue), North Valley Road, and Central Avenue. See MPMS #60574 for the transit components of the Intermodal Center."
47985	Fairview Road (Bridge #261)	over Tweeds Run	Description: Replace with "Replace Fairview Road Bridge over Tweeds Run in Lower Oxford Township. This County owned bridge (#261) is structurally deficient (sufficiency rating of 24), functionally obsolete, and closed."
57659	French Creek Parkway	PA 113 to Bridge St.(Phoenix Steel site)	Description: Change reference of "Schuylkill Valley Metro" to "future passenger rail service." Should "TOLL CREDIT" be deleted from the description?
57681	Sheeder Mill Rd. (Bridge #194)	over French Creek (S. of Pughtown Rd.)	Description: Replace with "Rehabilitate Sheeder Mill Road Bridge over French Creek (S. of Pughtown Rd.) in East and West Vincent Townships. This County owned bridge (#194) is structurally deficient (sufficiency rating of 27), functionally obsolete, and posted for 6 tons. Rehabilitation will increase posted limit to serve emergency vehicles and small trucks and repair historic features."
57927	Regional Safety Initiatives (HSIP)		Description: List corridors with Safety Audits complete, including PA 896 in London Britain, Franklin, and New London Townships.
60687	Southern Chester County Rail Corridor Improvement		Description: Replace with "Install additional track to facilitate the safe and efficient movement of freight cars to and from Wilmington, DE and points north and west. This improvement will eliminate a rail switching operation over US 1 and reduce the conflict between vehicular and rail traffic. The revised scope will achieve comparable safety, air quality, and operational benefits by constructing a 2100 ft rail siding in Pocopson Township to enable the movement and switching of freight rail cars." Municipalities: Change to Pocopson Township Map: Change project location to Pocopson Township along the rail line just north of PA 926.
61885	Schuylkill River Trail	along South Bank of French Creek (Q42)	Add project with CON \$500,000 (\$400,000 CMAQ and \$100,000 Local) in LFY. This does not impact fiscal constraint.
62863	PA 100 Vanguard Improvement	PA 113 to Township Line Road	CON LOC: Should local funds of \$11,250 million be shown in FY09 or FY10 instead of Later Fiscal Years? This does not impact fiscal constraint.
64220	US 422 (Pottstown Bypass)	Keim St. to PA 724 (M03)	TIP Map: The project is currently designated as an "Intersection Improvement." Change project type to "Roadway Improvement" since it includes reconstruction of expressway and bridges.
64222	US 422 (Pottstown Bypass)	Schuylkill River Bridge #2 to Porter Rd. (M1A)	Description: Delete last line with duplicate references to MPMS numbers. They are already listed in the description.
64494	US 202 Section 320	PA 29 to Swedesford	Description: Replace with "Roadway widening and reconstruction of US 202 on existing alignment for approximately 4.2 miles of limited access highway between Valley Creek Bridge (between Route 29 and Route 401 interchanges) and North Valley Road. Two additional travel lanes will be constructed in the existing median to provide a total of three 12' travel lanes in each direction and wider shoulders to improve safety. The project also includes ramp modifications to the Route 29 Interchange. Improvements will also help to accommodate pedestrians and bicyclists using the future Chester Valley Trail and other municipal trails. This project is coordinated with MPMS 13945 (Section 300 overall design), MPMS 64493 (Section 310 bridges construction), MPMS 65613 (Section 311 bridges construction), MPMS 64498 (Section 330 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14663 (Chester Valley Trail)." Municipalities: Add Tredyffrin Air Quality Code: Change to "Major SOV Capacity"?

Item: I.33	64498	US 202 Section 330 Exton Bypass to PA 29	<p>Description: Roadway widening and reconstruction of US 202 on existing alignment for approximately 2.5 miles of limited access highway from the US 30 (Exton Bypass) to the Valley Creek Bridge (between Route 29 and Route 401 interchanges). Two additional travel lanes will be constructed in the existing median to provide a total of three 12' travel lanes in each direction and wider shoulders to improve safety. In addition, improvements at the SR 401 interchange area include widening of SR 401 between the ramp intersections, signing, striping, and the installation of traffic signals at the US 202 ramps. Improvements will also be made to accommodate pedestrians and bicyclists using the future Chester Valley Trail.</p> <p>This project is coordinated with MPMS 13945 (overall design project for Section 300), MPMS 64493 (Section 310 bridges construction), MPMS 65613 (Section 311 bridges construction), MPMS 64494 (Section 320 construction), MPMS 64479 (Traffic Management Systems), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14663 (Chester Valley Trail).</p> <p>Air Quality Code: Change to "Major SOV Capacity"?</p>
Item: I.34	65613	US 202 Section 311 (Bridges #2)	<p>Description: Replace with "Replacement or modification to four overhead bridge structures within US 202 Section 300 in East Whiteland and Tredyffrin Townships. Swedesford Road (North) near Route 29 and Route 29 bridges will be replaced. The Cedar Hollow Road bridge will be demolished and a bridge on a new alignment will be constructed. The Rail Crossing bridge north of Cedar Hollow Road will be modified and raised to accommodate a municipal bicycle and pedestrian trail. This is in preparation for Section 300 mainline widening and reconstruction.</p> <p>This project is coordinated with MPMS 13945 (Section 300 overall design), MPMS 64493 (Section 310 bridges construction), MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), MPMS 64479 (Traffic Management Systems), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14663 (Chester Valley Trail)."</p> <p>Municipalities: Add Tredyffrin Township</p>
Item: I.35	65901	Lincoln Highway Enhancement Plan	<p>Map: The project is incorrectly located on the Chester County Map. The map shows the location on the US 30 Bypass alignment. This project should be displayed on Lincoln Highway or US 30 Business. (See also 77458)</p>
Item: I.36	69645	East Reeceville Rd. (Bridge) Over Beaver Creek	Description: Should "TOLL CREDIT" be deleted from the description?
Item: I.37	69647	US 322/Brandywine Creek Ave.(Bridge) Over Brandywine Creek	<p>Description: Add "Replacement will include a sidewalk." Should "TOLL CREDIT" be deleted from the description?</p>
Item: I.38	69916	Gap Newport Pike (PA 41) (Bridge) Over Knight Run	<p>Description: Delete last sentence. Should "TOLL CREDIT" be deleted from the description?</p>
Item: I.39	69917	Gap Newport Pike (PA 41) (Bridge) Over Valley Creek	Description: Delete last sentence.
Item: I.40	69918	Gap Newport Pike (PA 41) (Bridge) Over Officers Run	Description: Delete last sentence.
Item: I.41	69919	Lower Valley Road(PA 372) (Bridge) Over Officers Run	Description: Delete last sentence.
Item: I.42	71193	PA Bicycle Route L Realignment & Safety	<p>Map: The project is incorrectly located on the Chester County Map. The map shows the location being from Bradford Avenue in the Borough of West Chester to Harmony Hill Road in East Bradford Township. It should be correct to show the project from Bradford Avenue in West Bradford Township to Harmony Hill Road in East Bradford Township. The Project description does describe it correctly.</p>
Item: I.43	71195	Coatesville Train Station Rehabilitation	<p>Description: Replace with "Rehabilitation of the existing Amtrak train station as part of the Transportation Enhancements program and \$1 million specially earmarked FTA funds. \$300,323 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS 64984." Retain local funding information at the end of the description.</p>
Item: I.44	71198	Park Road Trail	The project is included in the Chester County Map and the Transportation Enhancements Line Item (MPMS 64984) in 2004 Round, but is not listed as a project. Add this TE project to TIP listing. (Current let date is 7/2009.) No impact to financial constraint.
Item: I.45	77476	Kennett Pike Bikeway	Description: Delete last word "Disc"
Item: I.36	84325	Act 44 SD Discretionary Line Item	Description: Specify that the line item can only be applied to state owned structurally deficient bridges.
Item: I.47	84410	US 202 Section 300 CMP Commitments	Description: Add "This project is coordinated with MPMS 13945 (Section 300 overall design), MPMS 64493 (Section 310 bridges construction), MPMS 65613 (Section 311 bridges construction), MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), MPMS 64479 (Traffic Management Systems), and MPMS 14663 (Chester Valley Trail)."
Item: I.48	84457	Signal Retiming Program	List in "Various" County Section. Currently listed in "Philadelphia."



DELAWARE COUNTY PLANNING DEPARTMENT

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

COUNCIL

LINDA A. CARTISANO
CHAIRMAN

JOHN J. WHELAN
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ANDY LEWIS

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

June 2, 2008

Plan/TIP/Conformity Comments
Delaware Valley Regional Planning Commission
Public Affairs Office
190 North Independence Mall West, 8th Floor
Philadelphia, Pennsylvania 19106

Dear Sir/Madam:

I have the following comments on the draft FY 2009-2012 Transportation Improvement Program for the Pennsylvania portion of the DVRPC region:

- Item: J.1** 1. Delaware County map of TIP projects – several projects that are not mapped could be mapped because they are specific locations: 57780, 64790, 64821, 65914, 68027, 70229, 74799, and 71200. Under "Projects not mapped," 61695 is listed. This does not appear to be a TIP project. Projects 64791 and 70228 are not mapped in the correct locations.
- Item: J.2** 2. Regional Public Transit Program map – 60556 is mapped. This does not appear to be a TIP project.
- Item: J.3** 3. MPMS 15477 does not appear in the document and should be added to the Pennsylvania Statewide Interstate Management Program section.
- Item: J.4** 4. The following FY 2007 TIP projects are not listed in the FY 2009 TIP and should be added: MPMS 61695 (Oakland Road Corridor Easement), 71202 (E. Coast Greenway/Chester Riverfront, Phase II), and 77472 (Knowles Avenue Side Walk/Underpass Project).
- Item: J.5** 5. The County requests the inclusion of the Rosemont Avenue bridge over Darby Creek (preliminary engineering, final design, right-of-way,



Plan/TIP/Conformity Comments
June 2, 2008
Page 2

and utility phases) in the TIP as indicated in my 5/30/08 email to Elizabeth Schoonmaker.

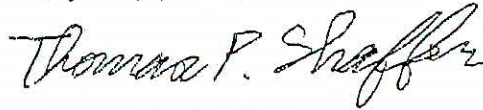
- Item: J.6** 6. P. 77, MPMS 15225 – bridge is over both tracks of SEPTA Route 100, not just one track (correction of description).
- Item: J.7** P. 77, MPMS 15251 – insert “is currently being undertaken” after “Preliminary engineering” in project description.
- Item: J.8** 8. P. 78, MPMS 15281 – If decision has been made about what this project will be, the description should be amended to indicate that decision. It currently indicates “pedestrian walkway or bridge replacement”
- Item: J.9** 9. P. 85, MPMS 47994 – Notation in the description box indicates “LET 8/06.” Should this be there?
- Item: J.10** 10. P. 86, MPMS 50520 – This project was selected for TE funding in 1999, not FY 2004.
- Item: J.11** 11. P. 90, MPMS 57780 – The portion of the description concerning Seaport Drive can be deleted since this road has already been constructed.
- Item: J.12** 12. P. 92, MPMS 64843 – The descriptions differ about the name of the creek, Sunny Brook Creek and the west branch of Chester Creek.
- Item: J.13** 13. P. 95, MPMS 69665 – Township officials have indicated that the name of the road should be Creek Road. The name on the map showing Delaware County highway TIP projects should also be changed.
- Item: J.14** 14. P. 96, MPMS 69816 – Concord Township should be the only municipality indicated for this project.
- Item: J.15** 15. P. 97, MPMS 70219 – In the fourth line of the description, “Wannamaker Avenue” should be replaced by “2nd Street.”
- Item: J.16** 16. P. 97, MPMS 70228 – Change “2 lanes” to “4 lanes” in third line of description.
- Item: J.17** 17. P. 100, MPMS 74799 – “Bywood” Road is misspelled in the location line.

Plan/TIP/Conformity Comments
June 2, 2008
Page 3

- Item: J.18 18. P. 100, MPMS 77085 – The description is incomplete and should be moved to the description box.
- Item: J.19 19. P. 102, MPMS 79329 – The limits should be from Concord Road to PA 452/US 322. Final design funds should be listed (in Later FYs).
- Item: J.20 20. P. 207, MPMS 36927 – Work on crossings at East Thompson Road, Pine Ridge Road, and Wildell Road have been completed, so they can be deleted from the list.
- Item: J.21 21. P. 39 of transit, MPMS 77183 – In the next-to-last line of the description box, "Highland" should be "Highland Avenue."

If you have any questions, please contact me at (610) 891-5217 or shaffert@co.delaware.pa.us.

Very truly yours,



Thomas P. Shaffer
Manager, Transportation Planning



MONTGOMERY COUNTY PLANNING COMMISSION

box 311 ♦ norristown ♦ pennsylvania ♦ 19404-0311 ♦ 610-278-3722
office location: suite 201 ♦ one montgomery plaza ♦ swede & airy streets ♦ norristown pa
FAX 610-278-3941 ♦ Website www.planning.montcopa.org

May 20, 2008

Ms. Elizabeth Schoonmaker
TIP Manager
Delaware Valley Regional Planning Commission
190 North Independence Mall West—8th Floor
Philadelphia, Pennsylvania 19106-1520

Dear Elizabeth,

Attached are the comments on the Draft 2009-2012 Transportation Improvement Program.

Please call if there are any questions.

Sincerely,

A handwritten signature in black ink that reads "Leo D. Bagley".

Leo D. Bagley
Chief—Transportation Planning

Attachment

DRAFT 2009-2012 TIP

- Item: K.1** 16085: Add CON cost to later FYs.
- Item: K.2** 16216: Add FD to 2010: \$360,000 federal; \$67,500 state; \$22,500 local.
Add ROW to 2010: \$160,000 federal; \$30,000 state; \$10,000 local.
This will keep project on tract for a 2012 letting.
- Item: K.3** 16248: CON estimate is \$6 Million, requiring an additional \$1.64 M to be added to project.
Suggest taking from bridge reserve line item.
- Item: K.4** 48172: Change title to "PA-23 Realignment...".
Change description: Improve double "dog leg" intersection by realignment, widening for turn lanes, and connecting the four-lane segment of Allendale Road to the four-lane segment of PA-23 at Moore Road. Replace structurally deficient PA-23 bridge over Trout Run.
- Item: K.5** 48181: Add CON cost to later FYs.
- Item: K.6** 48187: Add ROW and CON costs to later FYs.
- Item: K.7** 57858: Delete this entry; combine description into 79864.
- Item: K.8** 57866: Delete this entry.
- Item: K.9** 63490: Transfer CON funding of \$10,667 in 2012 to 63492 in order to fully fund the construction estimate.
- 63492: Add \$10,667 to 2012 from 63490.
- Item: K.10** 64795: Change ROW fund from LOC to STU in later FYs.
- Item: K.11** 64796: Change short description under title to, "Provide WB on-ramp to US-422 and WB off-ramp (Audubon ramp) to Adams Avenue."
Add/change costs in later FYs to: \$800,000 FD; \$1,000,000 ROW; \$500,000 UTIL;
\$12,000,000 CON.
All are DEMO/STATE.
- Item: K.12** 80021: Change short description under title to, "Roadway reconstruction, signal improvements and turn lanes."
- Item: K.13** 80022: Change short description under title to, "Roadway construction, signal improvements, and turn lanes."
-
- Item: K.14** • Per April 7, 2008 letter to Chuck Davies from Upper Moreland Township, add an earmark project, "Memorial Park Drive" and \$294,000 for construction. The township will provide all preconstruction costs and fully fund the estimated construction cost of \$1.7 million.
- Item: K.15** • Add a new project to the TIP: "US-202 Section 700 ITS." PA-63 to Doylestown. Provide appropriate ITS elements along the US-202 parkway, its associated intersections as well as the US-202 Doylestown bypass. The funding will be unobligated federal earmark (\$9,953,121) from ISTEPA for US-202. Absent a state match, the county is requesting a Toll Credit match.

Item: K.16

TIP Plan Comments

From: Edmond, Matthew [MEdmond@montcopa.org]
Sent: Friday, May 09, 2008 3:01 PM
To: TIP Plan Comments
Subject: US 202-500

It looks like Sections 510 and 520 (MPMS # 80021 & 80022, respectively) need changes to the descriptions. They don't mention specific boundaries (510 is the southern portion and 520 is the northern), and the language is the general, project-wide description (prob. taken right from #16665).

Matt

Matthew J. Edmond
Senior Transportation Planner
Montgomery County Planning Commission
medmond@montcopa.org
610-278-3742

6/5/2008

TIP Plan Comments

From: Anderson, Gastonia
Sent: Tuesday, June 03, 2008 10:00 AM
To: TIP Plan Comments
Subject: FW: Draft TIP Comments

Gastonia

From: Chivas.Grannum@phila.gov [mailto:Chivas.Grannum@phila.gov]
Sent: Friday, May 23, 2008 11:51 AM
To: Schoonmaker, Elizabeth
Cc: Anderson, Gastonia
Subject: Re: Draft TIP Comments

There are a few. I will submit them in a formal letter.

Item: L.1

1. The City requested \$3 million in FY09 for MPMS# 57278 Rising Sun over Conrail.

Item: L.2

2. MPMS#17833 46th/Market St Transit System project has been deleted. This work is being done under MPMS#17657 Market Street Signal project.

Item: L.3

3. MPMS#46958 Phila Naval Ship Yard has been transferred to PIDC. (we will provide a letter)

Item: L.4

4. We submitted a PMC Request for MPMS#57898 Lancaster Avenue Signals in FY08 for \$3 million using additional CMAQ funds. There is also \$5.2 million on the FY09 TIP for this project. If the project was approved by the DVRPC board on 5/22/08, could we use the FY09 funding as a placeholder towards the ADA ramps on MPMS#72946 CW101 and MPMS# Center City Signals? We need about \$4 million for CW101 and maybe \$5 million for CCS. We can move the FY09 Lancaster funding to MPMS#57902 CW 3R as a placeholder if needed.

Item: L.5

5. MPMS#64804 Delaware Ave Signals project has been deleted.

Item: L.6

6. MPMS#64808 Whitaker Ave project has been deleted.

Item: L.7

7. MPMS#74829 Rail Crossing funding is incorrect. It should be \$150K 100% DES Local and \$600K 100% CON Fed in FY09.

Item: L.8

8. MPMS#74828 American Cities/SRS Phase 3 DEMO should be on the TIP.

Item: L.9

9. MPMS#77467 Fox Chase Phase III TE should be on the TIP.

Have A Great Day,
 Chivas Alexandria Grannum
 Transportation Planner
 Philadelphia Department of Streets
 Municipal Services Building
 1401 JFK Blvd, Room 830
 Philadelphia, PA 19102

6/5/2008

Navy Yard Access Scope MPMS#46958

This project consists of all phases from preliminary and final design to re-construction of Langley Ave access road from 26th Street to Broad Street adjacent to the Navy Yard reserve basin. This project will improve safety and access from the west to the east side of The Navy Yard. This project includes the reconstruction of the roadway and installation of new curbs, curb cuts, sidewalks and streetscaping features along the existing Langley Avenue and the eastern half of the existing Broad Street from Langley to Intrepid, while maintaining the existing roadway widths and lane configurations. The Langley Ave. roadway will have a curve straightened, which requires ROW acquisition, to more safely accommodate passing tractor trailers. Major utilities on a weakening timber structure will be relocated from a structure in Broad to solid ground within the existing ROW of Broad Street.

Phase	Fund	FY09	FY10	FY11	FY12	Total
PE	Local	\$65				
PE	DEMO	\$260				
FD	Local		\$201			
FD	DEMO		\$724			
ROW	Local		\$20			
ROW	DEMO		\$80			
UTIL	Local			\$240		
UTIL	DEMO			\$960		
CON	Local				\$300	
CON	HWY				\$1,200	
CON	Local				\$295	
CON	DEMO				\$1,180	
		\$325	\$1,025	\$1,200	\$2,975	\$5,525

DEMO Funds Available:

TEA 21 Earmark - ID# 0122 - (\$1,537,648) Balance available: \$1,165,648 - PA ID# 086

TEA 21 Earmark - ID# 1723 - \$2,050,199 - PA ID# 086

Each phase needs to be 80% DEMO/20% Local
unless additional local funds are needed (Overmatched)

One Port Center
2 Riverside Drive
Camden NJ

DELAWARE RIVER PORT AUTHORITY

of Pennsylvania & New Jersey

PATCO

Port Authority Transit Corporation

John J. Matheussen

Chief Executive Officer - Delaware River Port Authority
President - Port Authority Transit Corporation

May 16, 2008

Mr. Barry Seymour
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
8th floor
Philadelphia, PA 19106-1520

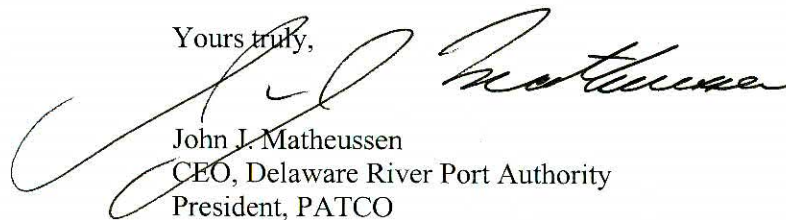
Dear Mr. Seymour:

I am writing to request several changes to the FY09 draft TIP as presently published:

- Item: M.1** 1. MPMS #72597 Ben Franklin Bridge Phila. Operational Improvements. This project appeared on the PA FY05-08 TIP, but only \$1million was obligated by PADOT at that time. We have used that funding to undertake a comprehensive study of possible traffic congestion mitigation measures. The remaining funding, in the amount of \$4,000,000 in Section 115 DEMO funding, is now ready to be programmed on the FY09 TIP as FD \$1,000,000 and CON \$3,000,000. There is no required local match.
- Item: M.2** 2. MPMS #22222 Penn's Landing Ferry System. On the FY09 TIP, this project should read : Federal \$5,600,000 Local \$1,400,000 Total \$7,000,000 This is 100% construction funding for improvements to the existing ferry boat landing in Philadelphia, as well as additional possible ferry landings on the PA side of the Delaware River. This is DEMO funding, using two federal earmarks.
- Item: M.3** 3. MPMS# 80951 Cruise Terminal Intermodal Parking Facility. This is DEMO funding and appeared on the FY07 TIP. It should be added to the FY09 TIP as follows: Federal \$2,280,000 Local Match \$570,000 Total \$2,850,000. This is 100% construction funding. Description is "This project will include construction of a new or renovated intermodal parking facility at the Philadelphia Cruise Terminal. The facility will function as an intermodal hub, receiving passengers, along with their luggage, who are arriving at the terminal via automobile, bus, taxi, or airport shuttle. The existing parking facility is inadequate."

Thank you for your assistance with this matter. Please contact Linda Hayes, DRPA Manager, Capital Grants, at 856-968-2210 should you have questions regarding this matter.

Yours truly,



John J. Matheussen
CEO, Delaware River Port Authority
President, PATCO

cc: Linda Hayes

DRPA is an equal opportunity employer

TIP Plan Comments

From: Hannon, George [ghannon@paturnpike.com]
Sent: Tuesday, May 13, 2008 4:44 PM
To: TIP Plan Comments; Dougherty, Chick
Cc: Davis, Jeff; Smith, Timothy; Steele, Don; Jay.Roth@jacobs.com; michael.girman@dmjmharris.com; Michael Girman III (E-mail)
Subject: PENNSYLVANIA TURNPIKE COMMISSION COMMENTS ON ENTRY FOR I-95/PA TURNPIKE INTERCHANGE, BUCKS COUNTY, MPMS#13347

I am commenting on behalf of the Pennsylvania Turnpike Commission about the I-95/PA Turnpike Interchange project TIP entry.

Item: N.1

Phase: Change from ROW to FD.

Later FYs: Enter 1,026,000 (\$1 billion and 26 million)

Narrative:

Item: N.2

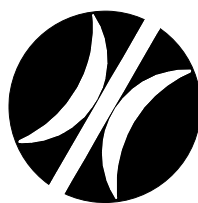
1st Paragraph, Beginning on line 5 sentence 5: Substitute for the remainder of paragraph. "Project cost is estimated at \$687 million for project phase 1 and \$345 million for phase 2, for a total of \$1.032 billion in year of expenditure (YOE) dollars. The entire project is eligible for federal funds. Currently reserved funds include \$222.6 million in Interstate Construction and Interstate Discretionary apportionment; however a shortage of obligation authority is delaying their use on the project. Approximately \$3.1 million is earmarked for the project from SAFETEA-LU and from the FY 2008 Appropriation Act. Use of toll credits was approved by PENNDOT in 2003."

2nd paragraph, line 3, revise 2nd sentence to read "PTC will seek resolution of the obligation authority shortage with PENNDOT, and will continue to seek Congressional earmarks for the project."

3rd paragraph, 2nd line, substitute "\$435 million in YOE dollars" in lieu of \$200 million.

Thanks for the opportunity to comment. Please address any questions to me at 717-920-7104 or at 717-939-9551 ext 5124, or to ghannon@paturnpike.com

Agency Responses to Public Comments
on the
Draft DVRPC FY2009 Transportation Improvement Program for
New Jersey and Pennsylvania



Presented at the
DVRPC Board Meeting
June 26, 2008

**Agency Responses to Public Comments
on the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

Agency Response by Burlington County

Response to Item: A.27, B.23

Burlington Co. and the RBA group are currently engineering 3 sections of the trail from Bordentown down to Burlington City. Additional money will be sought for engineering and construction as needed to complete the trail.

Response to Item: A.28, B.24

All BurLink buses have bike racks. As of 2008, 7 routes are provided.

Response to Item: A.28, B.25

DVRPC has studied the impact of such a service on the River LINE. Someone needs to implement it.

Response to Item: A.29, B.26

Bicycle compatible shoulders will be part of the final design as will a pedestrian crossing of Rt. 130.

Response to Item: A.30, B.27

Burlington County has requested sidewalks on the Florence side of the bridge ever since the bridge project was proposed. Such a sidewalk is necessary for the crossing of Crafts Creek by the DRHT. NJDOT needs to include the sidewalk in plans for the bridge replacement.

Agency Response by Gloucester County

Response to Item: A.14

The by-pass project clearly addresses the congestion issue at Rt.45 and Rt. 322. It has gone through an extensive public participation process and is progressing toward construction. The Harrison Township governing body has passed a resolution in support of the project.

Response to Item: A.33, B.30

The Borough of Glassboro has formally submitted an application to NJDOT for funding to extend the Gloucester County Bike Path [referred to as Monroe Twp. in comment] from its Rt.47 end to the Rowan Campus.

Response to Item: A.33, B.30

Agree. The Plan was prepared as a guide for future trail development.

Agency Response by Mercer County

Response to Item: A.27, B.23

The comment that the Delaware River Heritage Trail is under-funded is true. It is a very ambitious, multi-county, bi-state project. I am pleased to say, however, that construction of critical segments of the trail in Mercer County has a very high probability of completion.

Construction is under way right now for the segment of the trail on the former towpath from Lamberton Street south to Lock 1, under the management of the NJDEP Division of Parks and Forestry.

**Agency Responses to Public Comments
on the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

Federal funds allocated in a previous year's TIP were not sufficient to also construct the pedestrian bridge at Lock 1, so the DEP plans to allocate construction funds in next fiscal year's capital program for this bridge, and will seek a partnership with NJ Transit for the segment on the trail easement next to the River LINE tracks down to the pedestrian walkway on the Crosswicks Creek rail bridge.

North of this newest trail segment, the plan calls for the trail to run on Lamberton Street--requiring only signage and striping a bicycle lane on the very wide cartway. A pedestrian path already exists from Lamberton Street to the park atop the NJ 29 tunnel. Missing segments from there to the Calhoun St. bridge depend on other projects, such as the Rt 29 Boulevard project and the Stacy Park redevelopment project. Mercer County wishes these project to progress and receive adequate funding.

Agency Response by DRJTBC

Response to Item: A.31, B.28

A final decision to include pedestrian/bicycle access will be made during the final design, when project costs are refined."

Agency Response by NJTA

Response to Item: A.23, B.19

The reviewer's comment has already been implemented in the FY 2009 -18 Statewide Capital Investment Strategy (SCIS) Report finalized and published on the DOT's web-site this past March. The SCIS report is a collaborated effort all the transportation agencies in NJ-DOT, NJTA, SJTA, and NJ Transit. The 3 MPOs also participated in its development. The SCIS represents an " asset management" approach to addressing the state's transportation needs, which intrinsically encompasses the "fix it first policy". Asset Management is a systematic, comprehensive approach and process for maintaining, upgrading and operating physical assets cost- effectively. I included the DOT link for you. <http://www.state.nj.us/transportation/capital/cis/>

Agency Response by DVRPC

Response to Item: A.15

The *Destination 2030 Plan* already includes the extension of rail service to Gloucester County. Since the issue is still being studied by PATCO, the Plan does not endorse a specific alignment but does show the three alignments currently under consideration. This project is not included in the *FY 2009-2012 New Jersey Transportation Improvement Program* because the study is not being funded with TIP dollars. It is included in the *Destination 2030 Plan* because the Plan includes all major regional projects, irregardless of funding source.

Response to Item: A.14

The proposed *Amendments to the Destination 2030 Plan* includes the addition of the Route 322 Mullica Hill Bypass to the list of major regional transportation projects that is included in the Long-Range Plan. This project is also included in the set of Study and Development projects in the *FY 2009-2012 New Jersey Transportation Improvement Program*.

Response to Item: A.4b

NJ DOT recently completed a concept development study that recommended operational improvements at the failing intersections and widening the existing four-lane mainline sections along the facility to six lanes.

**Agency Responses to Public Comments
on the
DVRPC FY09 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania**

N E W J E R S E Y

The township of Cherry Hill supports this project although several residents and businesses of the Elton neighborhood oppose the widening of Route 70 to six lanes. DVRPC completed a Route 70 corridor study in 2006. That study did not recommend widening of Route 70 within the study area, but the DVRPC regional Congestion Management Process has identified general purpose lanes as a secondary appropriate strategy for the subcorridor. Staff recommends conducting a Smart Transportation Study of the corridor based on the recent joint NJ DOT/PennDOT Smart Transportation Guidebook. Refinements to the project scope may be necessary based on the proposed Smart Transportation Study. Staff will be asking the DVRPC Board to authorize such a study.

Response to Item: A.4

Thank you for your comments about the need to address problems with a range of multimodal transportation solutions coordinated with land use planning. That is DVRPC's general approach and one we foster with our partners in transportation planning. We would also like to bring a specific program to your attention, the regional Congestion Management Process (CMP).

A CMP is a systematic way to manage congestion and enhance the mobility of people and goods. It provides analysis of the whole transportation system and includes strategies specific to subcorridors throughout the region. These multimodal strategies include operational improvements, travel demand management, policy approaches, and where there is demonstrated need, increases to capacity. As included in current federal transportation regulations, the CMP requires that where more single-occupancy vehicle capacity is appropriate, supplemental strategies get packaged with the project to reduce travel demand and get the most value from the investment. See www.dvrpc.org/transportation/longrange/cmp.htm for more information.

Response to Item: B.11

Adding a sentence about supplemental projects to the descriptions of major SOV capacity-adding projects is underway but was not complete in time for the TIP. This will be added to as many projects as possible for the final TIP and this element will continue to be enhanced.

Response to Item: A.16, B.30

In the future, DVRPC will certainly send public notices to Rowan University and investigate placing DVRPC materials in various institutions of higher learning.

Agency Response by NJDOT

Response to Item: A.1, A.2, A.3,A.5, A.6, A.8, A.10, A.12, A.13, A.18, A.19, A.34, B.14, B.15

Department policy is clear, that bicycling and walking be taken into consideration in all projects. Where there is clear current or future need and the budget is available, the department has been supportive of including biking and walking accommodations in projects.

Response to Item: A.4b

Route 70, Airport Circle to Marlton Circle Operational Improvements (DB # 252A1) name and description should be updated. The project name should be revised as: Route 70, Route 38 to Route 73, Operational and Safety Improvements. The description should be revised as follows:

This corridor experiences high levels of congestion and accidents under existing conditions. A recently completed concept development study recommended operational and safety improvements at the failing intersections along the entire 8.33 mile length.

**Agency Responses to Public Comments
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N E W J E R S E Y

Response to Item: A.4b

We are currently developing concepts for improving the operation of the Route 70 corridor in Cherry Hill. This will also including developing pedestrian improvements and other necessary safety improvements to improve the operation and reduce the overall number of accidents along this highly congested roadway. The public will be given ample opportunity to provide comments during the public involvement process.

Response to Item: A.9

For the past three years, federal and state resources have remained flat while the cost of construction has increased significantly due to the oil crisis and the demand for steel and concrete in China. Add to this the bridge collapse in Minnesota which led to the need to increase funding to repair and rehabilitate structurally deficient bridges. Thus, the amount of funding for multi-modal projects has declined. If federal and state resources should increase in FY 10, we will revisit our investment in the Bike/Ped Program.

Response to Item: A.7, A.17

For the past three years, federal and state resources have remained flat while the cost of construction has increased significantly due to the oil crisis and the demand for steel and concrete in China. Add to this the bridge collapse in Minnesota which led to the need to increase funding to repair and rehabilitate structurally deficient bridges. Thus, the amount of funding for multi-modal projects has declined. If federal and state resources should increase in FY 10, we will revisit our investment in the Bike/Ped Program.

Response to Item: A.11

Thank You.

Response to Item: A.20, B.16

It is up to the Legislature to mandate this type of incentive.

Response to Item: A.30

The current plans do call for a 6ft. sidewalk on each side of the bridge.

Response to Item: A.21, B.17

We rely heavily on the MPO's to provide us with viable bicycle & pedestrian projects. Many bicycle and pedestrian projects that the department is working on are broken out of a capital program and moved forward through the Pipeline 4 process. You will not see these in the TIP.

Response to Item: A.22, B.18

Thank You.

Response to Item: A.23, B.19

Such a policy is already in place for all state transportation authorities.

Response to Item: A.24, B.20

Limited resources prevent us from boosting the funding for NJFIT.

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N E W J E R S E Y

Response to Item: A.35

The Department continues to program less than 4% of its funding for highway expansion type projects.

Agency Response by NJ TRANSIT

Response to Item: B.8

NJ Transit projects that have been considered as alternatives to highway projects are included as air quality reduction projects in the CMP. The process of transit alternatives occurs at the earliest conceptual planning, and in study and development phases of the work program.

Response to Item: A.25, B.21

Current policy includes the holiday bike restriction statement in train schedules. However, it is also true, and current practice, that Conductors have discretion to allow bicycles depending upon crowding conditions. Folding bicycles are allowed at any time. NJ Transit is interested, when funding is available, of including a program to add bicycle parking at station and bus stops,

Response to Item: A.26, B.22

NJ Transit would be interested in having a bicycle rack program to improve bicycle facilities including Vertical bicycle racks where space is at a premium, e.g. on the NEC line, concrete pads, lockers and racks system wide, including at key transfer locations for bus, rail and light rail facilities.

NJ Transit understands this question relates to the desire from bike advocates that vertical bicycle racks be placed at the end door locations on the equipment used on the ACRL Train cars, because bikes are to load from accessible doors (high floor) only, and that some ACRL stops are end doors only loading (where there are stairs). This question has been asked of NJ Transit. NJ Transit does not feel that the Atlantic city Line requires the space saving vertical bicycle racks.

Agency Response by DRPA

Response to Item: A.15

Thank you for your comments regarding the transit rail extension into Gloucester County. DRPA began some time ago to study the possibility of extending rail service into Gloucester County. As a result of positive feedback obtained from those earlier efforts, the DRPA has undertaken an Alternatives Analysis, which is required in order for transit projects to be eligible for federal funding. This is an extensive, in-depth look at many factors, including cost, alignment alternatives, travel modes, demographics, ridership forecasts, and public input. As part of this process, we have held a large number of public meetings for the purpose of soliciting public input. At this time, various alignments and various modes are being evaluated. We still have much work to do before a possible selection of alignment and mode are made. The Alternative Analysis phase is expected to conclude in early 2009.

Response to Item: A.32

For several years, we have heard from representatives of the local Bicycle Coalition and others that they would like improvements made to the Ben Franklin Bridge walkways. Initial estimates for the proposed work are in the \$5,000,000+ range. The Ben Franklin Bridge is a historic structure, so any work done would need to be architecturally compatible. Physical constraints related to grades make it more costly and challenging to undertake. Security considerations must also be addressed. We continue to study possible solutions to enhance access to the walkways, and the project now appears in the DRPA Five Year Plan. Every year, the Five Year Plan is updated, as we assess DRPA priorities. Due to funding shortfalls in the past, we have not been able to undertake the project. We hope to be able to do so in the future.

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P E N N S Y L V A N I A

Agency Response by Bucks County

Response to Item: F.41

According to PennDOT, this project is currently underway and is about to be let for construction. Since it is to be let before October 1, 2008, it does not appear on the proposed TIP. MPMS # 50633 includes the reconstruction of Pa Route 263 from Pa Route 413 to Bristol Road as indicated within the proposed TIP. However there is a resurfacing project for Buckingham and Warwick Twps along Pa Route 263 which is scheduled to be let June 19th of 2008 which is a surface treatment to extend the life of the roadway surface until the larger reconstruction project (50633) is let in 2011.

Response to Item: F.67

MPMS #57639 – Newtown Yardley Road/Penn’s Trail Intersection – This estimated let date is based upon information obtained from PennDOT’s project manager. If this is incorrect, we will work with PennDOT to advance construction through the TIP amendment process.

Response to Item: F.68

MPMS #64780 – Swamp Road Corridor Project – Engineering for this project will be advanced once consensus among the corridor municipalities is achieved. Certain improvements cannot be advanced over other improvements unless consensus for overall project is attained.

Response to Item: F.69

MPMS #64781 – Swamp Road Culvert Rehabilitation Project – Comment to create one project is valid. Since the TIP is updated every two years and final design, utility clearance and right of way will require at least two years to complete, we will attempt to advance subsequent phases in the next TIP update, as appropriate.

Response to Item: F.106

This office has not seen the final design of the improved intersection and is unsure if bicycle/pedestrian improvements have been included.

Response to Item: F.107

This office has not seen the final design of the improved intersection and is unsure if bicycle/pedestrian improvements have been included. Since this intersection is part of the Bicycle PA Route E, we agree that appropriate bicycle/pedestrian improvements should be incorporated into the project.

Agency Response by Chester County

Response to Item: F.9, F.10, F.11, F.12, F.71, F.85, F.130, F.131, F.132

The Chester County Planning Commission supports the full restoration of programming for the continuation of the construction phase of US 202 Section 300.

Response to Item: F.40

As stated in the Landscapes2 Transportation Policy Paper, the Chester County Planning Commission supports a "systems approach" to transportation planning. Although the Planning Commission supports expediting the project and improvements to interchanges, these components of the project are interrelated. The Planning Commission will work with PennDOT through the environmental documentation process to identify alternatives that are feasible and fundable.

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Response to Item: F.13, F.14, F.15, F.16, F.17, F.18, F.19, F.20, F.21, F.22, F.23, F.24, F.25, F.26, F.27, F.28, F.29, F.30, F.32, F.33, F.34, F.35, F.36, F.37, F.39

The Chester County Planning Commission supports reconstruction and interchange improvements for US 30 Coatesville Downingtown Bypass, including the completion of the Airport Rd. Interchange. As stated in the Landscapes2 Transportation Policy Paper, the Chester County Planning Commission supports a "systems approach" to transportation planning. Although the Planning Commission supports expediting the project and improvements to the Airport Rd. Interchange, the eastern and western portions of the project are directly related. The Planning Commission will work with DVRPC as part of the Long Range Plan update to clarify the vision and scope for the US 30 Coatesville Downingtown Bypass project. The Planning Commission will also work with PennDOT on the design of the western portion of the project.

Response to Item: F.51, F.52

The Chester County Planning Commission supports the programming of both local bridge projects within the TIP period. These projects are consistent with the County's Comprehensive Plan (Landscapes) and the Region's Long Range Plan (Destination 2030) and are critical to revitalization and economic growth in this railroad borough. For the West Bridge St. Bridge, the Planning Commission supports the programming of funds for ROW and UTL in FY09 and CON in FY10. For the State St. Bridge, the Planning Commission supports the programming of funds for CON in FY09, FY10, or FY11.

Response to Item: F.42, F.55

The Chester County Planning Commission will continue to coordinate with London Grove Township and PennDOT on the land use and transportation planning aspects of the roundabout project to ensure that the roundabout provides a safe and efficient solution for the intersection.

Response to Item: F.75

The Chester County Planning Commission recognizes the local financial support and commitment for PA 100 widening. The Planning Commission supports programming construction funds for the project in the TIP period.

Response to Item: F.70

The Chester County Planning Commission supports the PA 52 Roundabout project and the request for additional funds for the associated bridge replacement.

Agency Response by Delaware County

Response to Item: F.46

The County agrees and will do what it can to convince the road owner (PennDOT or municipality) to give all consideration.

Response to Item: F.47

The County agrees. PennDOT told us they will incorporate the East Coast Greenway and Bike Route E into the completed project. DVRPC should ask PennDOT to respond to this comment, since this is a PennDOT road and bicycle route.

Response to Item: F.115

"The Delaware County Planning Department agrees that this location on I-476 should be outfitted with noise walls. Nether Providence Township has noted that the noise walls would also serve as security walls for adjacent homeowners. PennDOT is currently undertaking an engineering survey and noise

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modeling for this location. When this work is done, DCPD will advocate for funding to construct the noise walls. DVRPC should also send Rep. Lentz' comment to PennDOT and request their response, since I-476 is a PennDOT road."

Agency Response by Montgomery County

Response to Item F.56, F.120

County has requested to change funding source of ROW phase from Loc to Fed in Later FY's in TIP. No other funding available for TIP years.

Response to Item F.57, F.121

County has requested to add pre-con phases to TIP so as to keep construction on target for 2012. Source is bridge reserve line item.

Response to Item F.58, F.122

County has requested full construction funding in TIP rather than partial. Source is bridge reserve line item.

Response to Item F.59, F.123

There are no highway funds available to fully fund the costs. SEPTA funds would need to be a future source.

Response to Item F.60, F.124

The Township should meet with Penndot's ADE for Maintenance to discuss the condition of the road and seek his support for the suggested partnership. If Penndot agrees that the conditions are as described in the township letter then an agreement between the township and Penndot should be finalized to execute the proposed funding partnership.

Response to Item F.74, F.94, F.113, F.114, G.17

There are no funds available to advance this project with current priorities of bridges, road reconstructions, and selected intersections. Funding will be re-considered in TIP update in 2010.

Response to Item F.72, F.93

Montgomery County appreciates the township's efforts to re-scope the project and to partner with PennDOT to pay for environmental clearance and preliminary engineering. Unfortunately, there is presently insufficient TIP funding to advance the project.

Response to Item F.73, F.92

Montgomery County agrees that this project should be broken out into the TIP as a separate project to allow it to proceed.

Response to Item F.74, F.74

At the present time there is insufficient TIP funding to advance the project to construction.

Response to Item F.113, F.114

At the present time there is insufficient TIP funding to advance the project to construction.

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Response to Item F.116, F.117, F.118, F.119, F.20, F.21, F.22, F.23, F.24, F.25

Several of the items mentioned are bridge replacements, HTS/SRS/TE improvements, SEPTA initiatives, and other such projects that are moving forward with dedicated funding streams and local matches. Montgomery County is continuing to move forward to fund and complete the Lafayette Street Project under a partnership between the County, the Turnpike Commission, and PennDOT. The US 202-500 and 600 projects, the US 422 River Crossing Complex (and all its related interchanges, etc.), and the many other projects in the Schuylkill Valley area also suffer from insufficient TIP funding to advance them to construction.

Response to Item F.82, F.83, F.84, F.85, F.86, F.87, F.88, F.89, F.90, F.91, F.92, F.93, F.94, F.95, F.96, F.97, F.98, F.99, F.100, F.101

Several of the items mentioned are bridge replacements, HTS/SRS/TE improvements, SEPTA initiatives, and other such projects that are moving forward with dedicated funding streams and local matches. The US 422 River Crossing Complex (and all its related interchanges, etc.), the US 422 reconstruction around Pottstown, and the many other projects in the US 422 corridor suffer from insufficient TIP funding to advance them to construction.

Response to Item F.58, F.122

County has requested full construction funding in TIP rather than partial. Source is bridge reserve line item.

Response to Item F.59, F.123

There are no highway funds available to fully fund the costs. SEPTA funds would need to be a future source.

Response to Item F.126

Several of the items mentioned are bridge replacements, HTS/SRS/TE improvements, 309 reconstructions, SEPTA initiatives, and other such projects that are moving forward with dedicated funding streams and local matches. The many other projects in the southeastern part of the county suffer from insufficient TIP funding to advance them into construction.

Response to Item F.61, F.62, F.63, F.64, F.65, F.66, F.67, F.68, F.69

At the present time there is insufficient TIP funding to advance the US 422 River Crossing Complex and all associated components (including replacement of the old Betzwood Bridge, the bridge's trail, and road improvements to Trooper Rd. and North Gulph Rd.) and the interchanges at PA 23 and PA 363 to construction.

Response to Item F.73

Montgomery County agrees that this project should be broken out into the TIP as a separate project to allow it to proceed.

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Response to Item F.76, F.77, F.78, F.79, F.80, F.81

At the present time there is insufficient TIP funding to advance the US 422 River Crossing Complex and all associated components (including replacement of the old Betzwood Bridge, the bridge's trail, and road improvements to Trooper Rd. and North Gulph Rd.) and the interchanges at PA 23 and PA 363 to construction.

Agency Response by Montgomery County

Response to Item F.95, F.129

At the present time there is insufficient TIP funding to advance the US 422 River Crossing Complex and the interchanges at PA 23 and PA 363 to construction.

Response to Item F.127

Montgomery County is continuing to move forward to fund and complete the Lafayette Street Project under a partnership between the County, the Turnpike Commission, and PennDOT. At the present time there is insufficient TIP funding to advance the US 422 River Crossing Complex and the interchanges at PA 23 and PA 363 to construction. Lastly, PennDOT recently began the I-476 Blue Route Reconstruction and we will ensure it continues.

Agency Response by the City of Philadelphia

Response to Item: F.112

This crosswalk is provided as part of the Westbank Greenway project. This project is under construction and will be done before we start construction, so the crossing will be there. When we went to the Safety Review meeting with PennDOT on the Phase III B project, we were directed to remove the curb cut leading to MLK drive which we did.

Response to Item: F.7

The City is very much aware of the need to plan for non-automobile modes of transport. The Planning Commission has recently selected a consultant to conduct a Pedestrian and Bicycle Plan for Center City, South Philadelphia, North, and Northwest Philadelphia, funded with Federal highway funds, under DVRPC's Transportation and Community Development Initiatives program. This effort will identify and help to prioritize strategies to increase the number of people walking and bicycling in the City by improving the connectivity, safety, convenience, and attractiveness of the pedestrian and bicycle networks. The project will result in the development of Citywide bicycle and pedestrian policies, design standards, and a comprehensive plan for capital and operational improvements to the bicycling and walking environments in the study area. Improvements identified by the plan will build on bicycle and pedestrian projects already in the pipeline such as Adopt-a-Rack, the Westbank Greenway, Schuylkill River Trail, Bicycle Ambassadors, signal projects that will upgrade pedestrian signals to countdowns, and numerous streetscape projects.

Agency Response by PennDOT

Response to Item: B.10

A cost sharing agreement between PennDOT and Montgomery County for the ROW phase in LFY will be determined in the future.

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Response to Item: F.9, F.10, F.11, F.12, F.71, F.85, F.128, F.130, F.131, F.132

PENNDOT considers the reconstruction of Route 202 Section 300 with additional capacity to be one of the most important transportation projects underway in the metropolitan region. There are a number of individual sections that have been advancing in the construction phase since 2005.

The installation of an intelligent traffic monitoring system is now completed and will be used to control traffic and congestion in the subsequent construction projects on the corridor and afterwards.

Two contracts to lengthen overhead bridges are now under construction. The overhead bridges will be completed early in 2010.

The schedule of the mainline widening construction sections is now driven by the right of way acquisitions and the securing of the amendments to the environmental permits issued for this corridor.

District 6 is committed to do everything to keep the project on schedule and take any opportunities to advance the project delivery. Nevertheless a realistic schedule based on experience with these critical path items that also allocates resources to allow for the delivery of all other major commitments is best for all concerned. The project team will regularly report its status to stakeholders and be available for questioning as requested.

Response to Item: F.13, F.14, F.15, F.16, F.17, F.18, F.19, F.20, F.21, F.22, F.23, F.24, F.25, F.26, F.27, F.28, F.29, F.30, F.32, F.33, F.34, F.35, F.36, F.37, F.39

PENNDOT is currently taking action to divide the project into two sections for the remainder of the design phase. Additional construction phases will be identified from these sections. It is anticipated that the less complex western portion will progress faster than the eastern half. Completion of the Airport Road Interchange must be vetted through the Linking Planning and NEPA process as part of the region's long range plan. A schedule will be developed for a more detailed construction phasing as the project design progresses through the FFY 2009-2012 TIP period.

Response to Item: F.75

PENNDOT continues to support the Route 100 widening from Shoen Road to Gordon Drive in Uwchlan and West Whiteland Townships. We recognize that the project has advanced under the sponsorship and funding of Uwchlan and remain committed to the construction phase. An intelligent traffic monitoring system was installed under 202 3IT and is now functional.

The project delivery schedule is based on an assessment of the available resources that the District will have for this and all of the other major transportation commitments. We will continue to evaluate these priorities throughout the period of the 2009 to 2012 TIP

Response to Item: J.3

MPMS #15477 has sufficient funding to continue Preliminary Engineering. The estimated construction let is 2015. No ROW will be purchased at this time and the FD phase will not advance prior to FY11. Programming of future phases (LFY) of this project is on hold while District 6 completes a strategic plan for funding the various sections of I-95 between the Delaware and Bucks County lines.

Response to Item: K.16

The descriptions will be clarified.

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P E N N S Y L V A N I A

Response to Item: F.40

PENNDOT is continuing to progress the design and environmental studies for the 202 ES1 project under the Smart Transportation Guidelines. At this time we believe that a breakout of particular improvement projects would be premature.

Response to Item: F.18

PENNDOT is currently taking action to divide the project into two sections for the remainder of the design phase. Additional construction phases will be identified from these sections. It is anticipated that the less complex western portion will progress faster than the eastern half. Completion of the Airport Road Interchange must be vetted through the Linking Planning and NEPA process as part of the region's long range plan. A schedule will be developed for a more detailed construction phasing as the project design progresses through the FFY 2009-2012 TIP period.

Response to Item: F.51, F.52

PENNDOT recognizes that Parkesburg Borough has been advancing the design of the projects; however we believe it is uncertain that the West Bridge Street project will be able to be let within the period of the 2009 TIP.

Response to Item: F.75

PENNDOT continues to support the Route 100 widening from Shoen Road to Gordon Drive in Uwchlan and West Whiteland Townships. We recognize that the project has advanced under the sponsorship and funding of Uwchlan and remain committed to the construction phase. An intelligent traffic monitoring system was installed under 202 3IT and is now functional.

The project delivery schedule is based on an assessment of the available resources that the District will have for this and all of the other major transportation commitments. We will continue to evaluate these priorities throughout the period of the 2009 to 2012 TIP.

Response to Item: F.38

PENNDOT is working with the region to develop a comprehensive strategy for the maintenance and reconstruction of Interstate 95. Ways in which the planning concepts suggested by the Civic Vision for the Central Delaware Waterfront may be incorporated into the strategy will be investigated.

Response to Item: F.109, F.110, F.111

This project is in the early stages of preliminary design. These suggestions will be considered by the design team as the project is developed.

Response to Item: F.104

The Bicycle and Pedestrian checklist are currently being used in the design of all PENNDOT projects. PENNDOT believes that the Bicycle Occupancy Permit is necessary to insure safe and maintained bike route markings.

Response to Item: F.105

It is unclear how this comment relates to the 2009 TIP.

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Response to Item: F.103

PENNDOT recognizes that bicycle facilities are part of the transportation system and considers cycling as it relates to every project that adds SOV capacity.

Response to Item: J.3

District 6 will continue to work with the Interstate Management Program to include this project in future TIP updates. Preliminary engineering continues with funds previously authorized.

Agency Response by SEPTA

Response to Item: F.48

The attractiveness of the Jenkintown station is in fact the number of trains that stop there. If passengers shift from other stations, this will create additional parking spaces at these stations for new transit customers who may be interested in parking there, particularly as gas soars to well over \$4 a gallon.

There is no where to expand parking at stations such as Roslyn, Ardsley, Noble and Rydal. The large parking lot at Jenkintown is ideal for locating a garage.

Response to Item: G.8

In terms of traffic congestion, preliminary studies have focused on roadway improvements around the station (i.e. eliminating the 5 point intersection at Greenwood and Glenside Avenues) to actually increase the traffic flow.

Response to Item: G.9

As a result of the design effort, additional scope was added to the project, including bridge work, catenary replacement, construction of Lenni Yard, increase platform length, Art in Transit Program, cost escalation to mid-point of construction, and cost confidence and constructability analysis.

Response to Item: G.10

Parking garages have not been considered for this station because of the small scale of the station where a garage would not appear to fit into the context. Additionally, it is SEPTA's belief that local residents will not accept a garage at that station.

Response to Item: G.11

The process is primarily driven in two ways: 1) availability of land and 2) parking capacity at a particular station and its surrounding stations. If an opportunity to purchase land presents itself and there is a need for parking at that particular station, the acquisition is analyzed and, if feasible, pursued. Second, if there is a station at full capacity, and the next station or two inbound (towards Center City) are also filled to capacity, the area around that station is viewed to see if any opportunities for parking expansion might exist. If a suitable location is found it would be analyzed and pursued in further detail.

Additionally, compliance with environmental regulations is typically performed during the design phase by the engineering team responsible for the project.

Agency Response by DVPRC

Response to Item: G.13

Adding a sentence about supplemental projects to the descriptions of major SOV capacity-adding projects is underway but was not complete in time for the TIP. This will be added to as many projects as possible for the final TIP and this element will continue to be enhanced.

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Response to Item: B.10, G.12

D0302; D9912; D0410; D0401; 97050; D0412; 04314; X35A1 are projects listed in the TIP which address safety (crash reduction) on local roads in the region. These projects, when completed should reduce crashes because they are employing proven safety strategies to address the identified issues. These countermeasures have shown success in reducing crashes. Other projects in the TIP have inherent safety aspects although they are not classified as such – for example D9902 which will include accommodation for bicycle and pedestrians.

Response to Item: B.13, G.15

No. It is not necessary for all projects. But for those which it maybe necessary or can enhance the project, an audit or review can still be conducted. A road safety audit or road safety review can be conducted at any stage of a project or at all stages.

PART C

Public Outreach Documentation

New Jersey and Pennsylvania Highlights Documents for the
DVRPC Draft FY2009 - 2012 TIP for New Jersey and
Pennsylvania

NJDOT 10-Year Capital Program (FY2009 - 2018)

Correspondence Requesting Comments from Various Indian Na-
tions on the DVRPC Draft FY2009 - 2012 TIP for Pennsylvania

SEPTA Public Notice Announcing Public Hearings on the SEPTA
FY2009 Capital Budget

DVRPC Public Notice Announcing the TIP Public Comment
Period of the DVRPC Draft FY2009 - 2012 TIP for New Jersey
and Pennsylvania

Proof of Publication of the DVRPC Public Notice in Various
Newspapers



Delaware Valley Regional Planning Commission
Draft Fiscal Year 2009
Transportation Improvement Program (TIP)
TIP Highlights

The Delaware Valley Regional Planning Commission (DVRPC) Draft FY 2009 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 Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). 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 and New Jersey (Fiscal Years 2009 - 2012). 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.

New Jersey Program Summary

The Draft DVRPC FY2009 Transportation Improvement Program contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The TIP for New Jersey contains over 137 projects, totaling \$1.6 billion for the phases to be advanced over the next four years, averaging \$413 million per year. Programmed funds include \$867 million for projects primarily addressing the highway system and \$787 million for transit projects for NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 16.6% of statewide resources (\$5.2 billion), approximately 16.6% for highway and 15% for transit funds. The statewide resources figure (\$5.2 billion) does not include \$2.513 billion for projects administered directly by NJDOT on a statewide basis, or \$65.5 million for the DRPA/PATCO program.

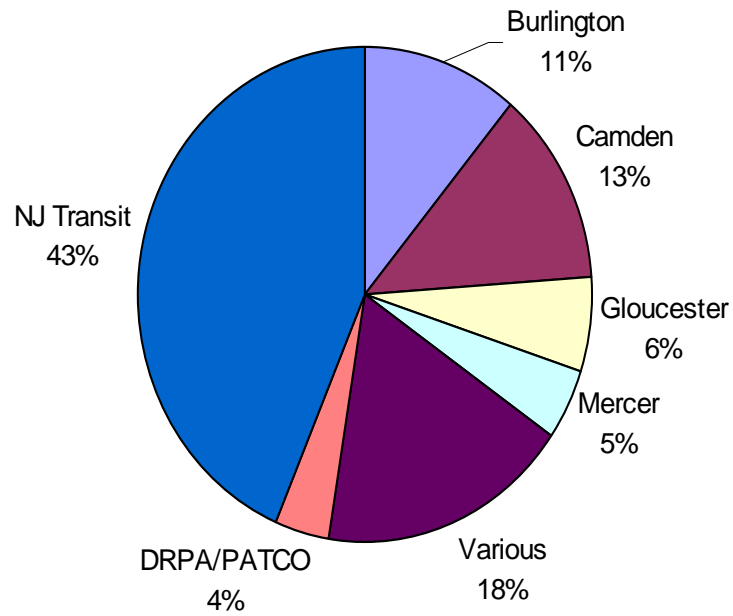
The TIP contains a wide variety of projects that will improve the entire transportation system, such as the Delaware River Heritage Trail and reconstruction of I-295 in Burlington County, the I-295/42/I-76 Direct Connection in Camden County, Egg Harbor Road improvements in Gloucester County, bridge replacements and removals in Mercer County, overhaul of PATCO's rail cars by DRPA, and Casino Revenue funded special transportation services for senior citizens and people with disabilities by New Jersey Transit. The emphasis on repair or replacement of structurally deficient bridges can be seen throughout the New Jersey TIP, with projects in all counties.

Figure 1: Cost Summary by County and Transit Operator in the New Jersey Subregion (\$ 000)

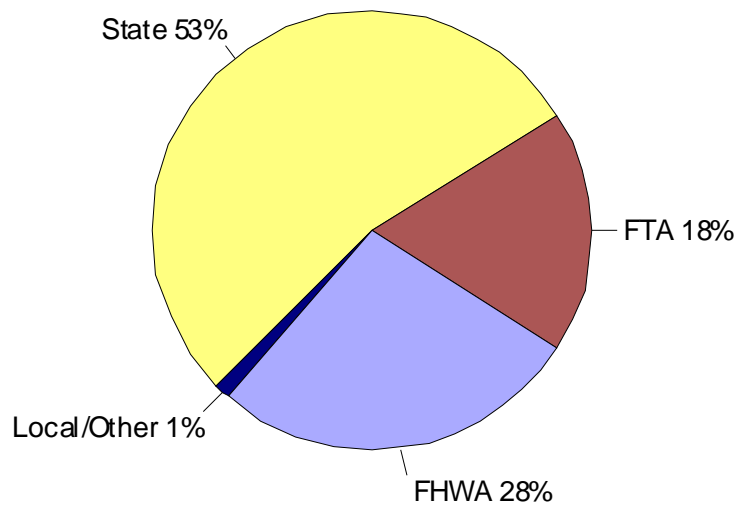
	FY2009	FY2010	FY2011	FY2012	Total
Highway Program					
Burlington	\$58,971	\$66,613	\$35,414	\$23,172	\$184,220
Camden	\$26,610	\$44,175	\$43,176	\$99,782	\$211,283
Gloucester	\$6,772	\$5,565	\$40,385	\$49,145	\$101,867
Mercer	\$40,234	\$13,161	\$19,046	\$5,697	\$78,138
Various	\$76,952	\$72,507	\$72,327	\$70,257	\$292,043
Subtotal	\$206,539	\$202,611	\$210,348	\$248,053	\$867,550
Total Cost - 4 Year Highway Program					\$867,550
Transit Program					
DRPA/PATCO	\$26,155	\$14,180	\$14,380	\$10,880	\$65,595
NJ Transit	\$151,619	\$212,704	\$224,827	\$133,179	\$722,329
Subtotal	\$177,774	\$226,884	\$239,207	\$144,059	\$787,924
Total Cost - 4 Year Transit Program					\$787,924
Grand Total Cost - 4 Year Highway and Transit Program					\$1,655,474

**Figure 2:
Cost Summary for the New Jersey Subregion**

By County and Operator



By Funding Source



FY2009-2012 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

BURLINGTON COUNTY

01356 Route 130, Craft's Creek Bridge
02309 Route 130, Crystal Lake Dam
02390 Delaware River Heritage Trail, Burlington/Mercer
03326 Route 295, Route 130 to Route 29/I-195 Interchange
08324 Route 295, Rancocas-Mount Holly Road to Route 130
252A1 Route 70, Airport Circle to Marlton Circle Operational Improvement
567 Route 73/70, Marlton Circle Elimination (5)
9049B Route 70, Hartford Road, Intersection Improvements
94024 Route 206, Assiscunk Creek Bridge Replacement (40)
94068 Route 73, Fox Meadow Road/Fellowship Road
95078B1 Route 130, Campus Drive
95078B4 Route 130, Cinnaminson Avenue/Church Road/Branch Pike
D0302 Burlington County Roadway Safety Improvements
D0805 Jacksonville-Jobstown Road, Bridge over branch of the Assiscunk Creek
D0806 Bispham Street Bridge over Rancocas Creek
D9902 Hanover Street Bridge over Rancocas Creek, CR 616
D9903 Smithville Road Bridge over Rancocas Creek, CR 684
D9912 South Pemberton Road, CR 530

CAMDEN COUNTY

00349 Route 42, Grenloch-Little Gloucester Road (AKA College Road)
06367 County Route 561 over Cape May Branch
155C Route 30/130, Collingswood/Pennsauken (Phase B), PATCO B
252B1 Route 70, Kingston Road, Intersection Improvements
252B2 Route 70, Covered Bridge Road, Intersection Improvements
355 Route 295/42/I-76, Direct Connection, Camden County
355A Route 295/42, Missing Moves, Bellmawr
93263 Route 30, Warwick Road to Jefferson Avenue
93266 Route 30, Blue Anchor Dam
9377 Route 30, Cooper River Drainage Improvements
D0410 Camden County Roadway Safety Improvements
D0601 Camden County Bus Purchase
X227A1 Route 168, Benigno Boulevard
X227A2 Route 168, I-295 Interchange Improvements

NOTE:

The number at the beginning of the Project Title is referred to as the (DB) number. It is a reference number assigned to a specific project and remains with that project until its completion. This number can be used to search for information about each project on DVRPC's website:
www.dvrpc.org/transportation/capital/TIP.htm

FY2009-2012 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

GLOUCESTER COUNTY

00372 Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin
04321 Route 295, Paulsboro Brownfields Access
97049 Route 77, Swedesboro-Hardingville Road, Intersection Improve
97050 Route 45, Swedesboro-Franklinville Road (CR 538)
98344 Route 130, Raccoon Creek Bridge Replacement and Pavement
98348 Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam
D0401 Gloucester County Roadway Safety Improvements
D0503 Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville
D9806 Gloucester County Resurfacing
D9807 Gloucester County Bus Purchase

MERCER COUNTY

00362F Route 29, Moores Station Canal Crossing
01330A1 Route 1, Southbound, Quaker Bridge Mall Overpass
02396A Route 29 Boulevard, North of Calhoun Street to Sullivan Way
02396B Route 29 Boulevard, Cass Street to North of Calhoun Street
031A Route 1, Millstone River, Bridge Replacement
04302C1 Route 33, Sidewalk Improvements, I-295 to George Dye Road
159A Route 31, Pennington Circle Safety Improvements
326 Route 206, Stony Brook Bridges
551B Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to
9101 Route 33, Conrail Bridge Removal
9194A Route 95, Reed Road Wetland Mitigation Site
98535 Route 130, Pedestrian Bridge, Washington Twp.
99315 Van Dyke Road and Greenwood Avenue Bridges over Trenton B
99334 Duck Island Landfill, Site Remediation
99362 Trenton Amtrak Bridges
99362A Trenton Amtrak Bridges Detour Route
D0412 Mercer County Roadway Safety Improvements
HP01010 Princeton Township Roadway Improvements
L064 Route 206, South Broad Street Bridge over Assunpink Creek

VARIOUS

01300 RIMIS - Phase II Implementation
03304 Bridge Deck Replacement Program
04314 Local Safety/ High Risk Rural Roads Program
05374 DVRPC Transportation, Land Use and Economic Development
99321 Project Development, Preliminary Design
99327A Resurfacing, Federal
D0204 Transportation and Community Development Initiative (TCDI)
D026 DVRPC, Future Projects
D0406 TransitChek Mass Marketing Efforts--New Jersey
D0407 Ozone Action Program in New Jersey

FY2009-2012 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

VARIOUS.....cont'd

D0802 DVRPC, Local ITS Improvements
D0803 DVRPC, Bridge Rehabilitation Program
X03A Restriping Program & Line Reflectivity Management System
X065 Local CMAQ Initiatives
X07A Bridge Inspection, State NBIS Bridges
X07E Bridge Inspection, Local Bridges
X08 Bridge Painting Program
X181 Emergency Service Patrol
X242 Accident Reduction Program
X30A Metropolitan Planning
X35A1 Rail-Highway Grade Crossing Program, Federal
X41C1 Local County Aid, DVRPC
X43J TMA-DVRPC
X80B DVRPC Project Development (Local Scoping)
X82 Traffic Operations Center (South)

DRPA

DR008 Electrical Cable Replacement
DR015 Embankment Restoration
DR019 Smoke and Fire Control
DR034 Preventive Maintenance-PATCO
DR036 Transit Enhancements (PATCO)
DR044 Lindenwold Yard Tie Renewal
DR046 DRPA - Purchase/Rebuild PATCO Cars
DR048 Ben Franklin Bridge Anchorage / PATCO Track Improvements
DR0701 Camden Ferry System (DPRA/PATCO)
DR0702 Public Safety Security Equipment (PATCO)
DR0703 Rehabilitate Viaducts (DRPA)

NJ TRANSIT

<p> T05 Bridge and Tunnel Rehabilitation T06 Bus Passenger Facilities/Park and Ride T08 Bus Support Facilities and Equipment T09 Bus Vehicle and Facility Maintenance/Capital Maintenance T107 River LINE LRT T111 Bus Acquisition Program T112 Rail Rolling Stock Procurement T120 Small/Special Services Program T121 Physical Plant T122 Miscellaneous T13 Claims support T135 Preventive Maintenance-Bus T150 Section 5310 Program T151 Section 5311 Program T16 Environmental Compliance T199 Job Access and Reverse Commute Program T20 Immediate Action Program T210 Transit Enhancements T300 Transit Rail Initiatives T32 Building Capital Leases T34 Rail Capital Maintenance T39 Preventive Maintenance-Rail </p>	<p> T42 Track Program T44 NEC Improvements T500 Technology Improvements T508 Security Improvements T515 Casino Revenue Fund T518 Trenton Rail Intermodal (Earmark) T519 Camden County Intermodal Facility in Cramer Hill T524 BurLink Vehicles and Equipment (Earmark) T529 NJ TRANSIT Community Shuttles (Earmark) T537 Trenton Trolley (Earmark) T53E Locomotive Overhaul T53G Rail Fleet Overhaul T55 Other Rail Station/Terminal Improvements T552 New Freedom Program T68 Capital Program Implementation T70 ADA--Equipment T88 Study and Development </p>
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Learn more and share your ideas ...

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. The public comment period for the Draft DVRPC FY 2009 TIP for New Jersey and Pennsylvania will open on May 2, 2008, and extend through June 2, 2008 at 5:00 p.m. (EST).

There will be two public meetings held in two different locations on the following dates to allow the public to ask questions and present their comments:

WEDNESDAY, MAY 14, 2008

3:30 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

WEDNESDAY, MAY 28, 2008

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

These meetings will be conducted jointly with the State DOT's and also serve as an opportunity to comment on New Jersey's State's Transportation Improvement Program (STIP). New Jersey's full draft 10 year STIP can be seen at <http://www.state.nj.us/transportation/capital/cpd/>

If you are interested, but unable to attend either one of these public meetings, written comments can be forwarded to:

- TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

OR

- Faxed to 215-592-1800

OR

- Emailed to tip-plan-comments@dvrpc.org.

Copies of the Draft FY09 TIP are available for review on the DVRPC web page at <http://www.dvrpc.org/transportation/capital/TIP.htm> and in print at the DVRPC library. This document will also be available for review at the public meetings.

For more information, please contact DVRPC's Capital Programming Office at 215-238-2938 or via email at eschoonmaker@dvrpc.org.



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 NORTH INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106-1520**

**TELEPHONE: (215) 592-1800
FAX: (215) 592-9125**

Delaware Valley Regional Planning Commission
Draft Fiscal Year 2009
Transportation Improvement Program (TIP)
TIP Highlights

The Delaware Valley Regional Planning Commission (DVRPC) Draft FY 2009 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 Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). 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 and New Jersey (Fiscal Years 2009 - 2012). 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.

Pennsylvania Program Summary

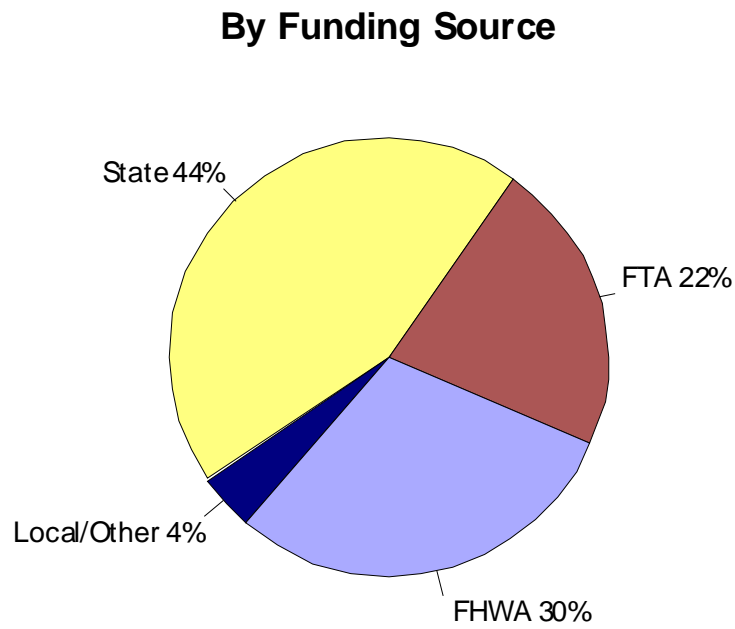
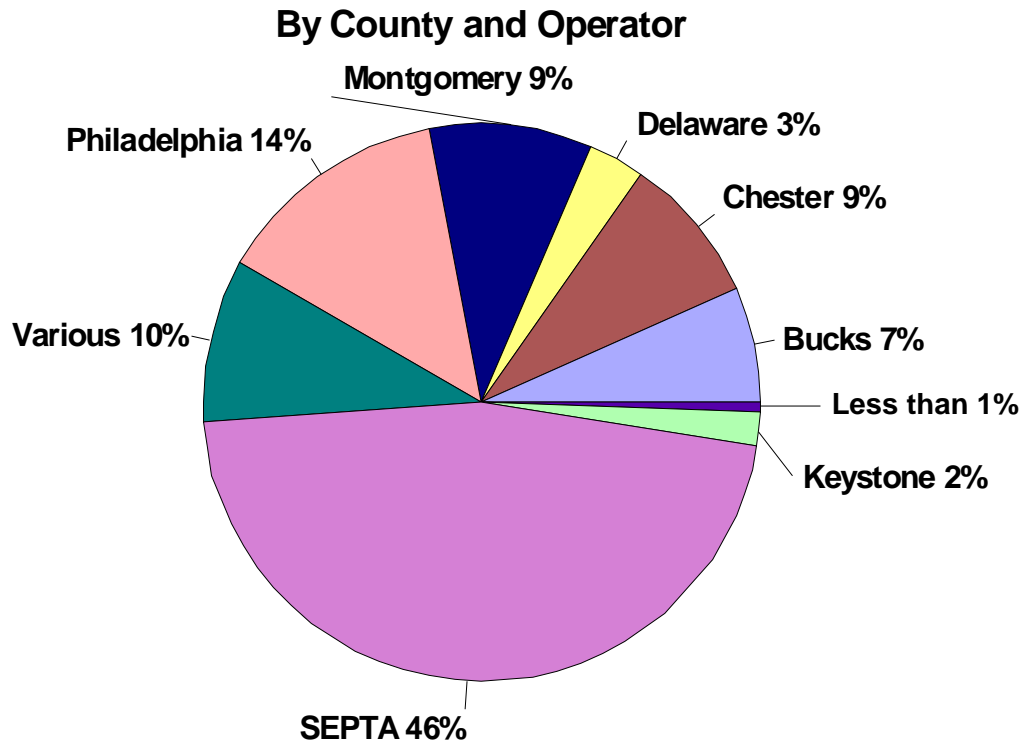
The Draft DVRPC FY2009 TIP for Pennsylvania contains over 350 projects, totaling almost \$4 billion for the phases to be advanced over the next four years, averaging \$996 million per year. Programmed funds include over \$2 billion for projects primarily addressing the highway system and \$1.9 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Keystone Serve. These PA figures do not include 7 projects in the DVRPC region totaling over \$416 million dollars which are part of the new PA Statewide Interstate Management Program. The following figures summarize the program.

The TIP contains a wide variety of projects that will improve the entire transportation system, including over 30 bridge repair or replacement projects in Bucks County alone, the Chester Valley Trail in Chester County, a new interchange off of Route 322 at the Commodore Barry Bridge in Delaware County, construction of a connector road for Route 309 in Montgomery County, and more than half a dozen major traffic signal interconnect projects in Philadelphia. Reconstruction projects for I-95 can be found in both the DVRPC regional TIP, and in the Statewide Interstate Management Program (IMP) which is also listed in the document. Evidence of re-focusing on completion of bridge projects can be seen in all the counties, with close to half of the highway program funds being directed towards repair or replacement of structurally deficient bridges.

Figure 1: Cost Summary by County and Transit Operator in the Pennsylvania Subregion (\$ 000)

	FY2009	FY2010	FY2011	FY2012	Total
Highway Program					
Bucks	\$80,777	\$65,951	\$59,702	\$60,710	\$267,140
Chester	\$73,413	\$77,700	\$97,837	\$98,427	\$347,377
Delaware	\$40,910	\$53,289	\$26,461	\$14,859	\$135,519
Montgomery	\$100,000	\$92,308	\$92,952	\$85,396	\$370,656
Philadelphia	\$170,910	\$132,869	\$130,177	\$108,628	\$524,584
Various	\$77,905	\$66,501	\$110,244	\$128,394	\$383,044
Subtotal	\$543,915	\$488,618	\$517,373	\$496,414	\$2,046,320
Total Cost - 4-Year Highway Program					\$2,046,320
Transit Program					
Keystone Service	\$13,767	\$21,767	\$20,767	\$26,767	\$83,068
Pottstown	\$1,838	\$1,838	\$1,838	\$1,838	\$7,352
SEPTA	\$434,699	\$465,685	\$472,199	\$471,073	\$1,843,656
Other	\$3,813				\$3,813
Subtotal	\$454,117	\$489,290	\$494,804	\$499,678	\$1,937,889
Total Cost - 4-Year Transit Program					\$1,937,889
Grand Total Cost - 4-Year Highway and Transit Program					\$3,984,209

**Figure 2:
Cost Summary for the Pennsylvania Subregion**



FY2009-2012 TIP PROJECTS FOR PENNSYLVANIA Highway and Transit Program by MPMS# and Project Title

BUCKS COUNTY

12923 Bristol Road Extension
 12955 Kellers Church Road Bridge
 12965 Lawn Avenue
 13166 Souderton Road Bridge
 13167 Geigel Hill Road (Bridge)
 13236 Butler Avenue Bridge
 13240 Old Bethlehem Road (Bridge)
 13248 Walnut Street (Bridge #13)
 13296 Rickert Road (Bridge)
 13337 PA 611, Easton Road (Bridge)
 13338 County Line Road Bridge (Sec. BBR)
 13340 Headquarters Rd.(Bridge)
 13342 Delaware Rd. over Delaware Canal (Bridge)
 13360 Bridgeton Hill Road (Bridge)
 13440 Allentown Road and PA 663 (Bridge)
 13477 Lower State Road (Bridge)
 13549 US 1 (Bridges)
 13576 PA 413, New Rodgers Road (Turn Lane)
 13606 Hulmeville Avenue (Bridge)
 13607 Upper Ridge Rd. (Bridge)
 13609 US 202 (Turn lanes) E. State/ Mechanics. Rd
 13635 Oxford Valley Road
 13661 Jugtown Hill Road (Bridge)
 13685 Church Hill Road (Bridge)
 13716 Headquarters Road (Bridge)
 13723 Saw Mill Road (Bridge)
 13727 Bristol Road Intersection Improvements
 13742 Hellertown Rd./Cooks Crossing (Bridge)
 13745 US 13, Bristol Pike (Signals)
 17918 I-95 Transit Improvements/FLEX
 47131 PA 13 at PA Turnpike Safety Improve. (Interchange)
 47392 Bristol Pike/Route 13, PA 413 to Levittown Parkway
 47395 US 202 Parkway, Pickertown Rd to PA 611 (Sec. 721)
 47396 US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711)
 47406 Aquetong Road (Bridge)
 49315 Portzer Road Connector
 50633 PA 263/Old York Road Concrete Rehab and Overlay
 50634 County Line Rd. Restoration (3R)
 50650 New Galena Rd. (Bridge)
 57619 Route 313 Corridor
 57623 County Line Rd. Widening

57624 Woodbourne Road and Lincoln Highway
 57625 Route 232 Corridor and Intersection Improvements
 57626 Trenton Road
 57629 County Line Road Extension
 57635 Quakertown Joint Closed Loop
 57639 Newtown-Yardley Road
 57641 Bridgetown Pike
 61682 Old Route 13 Improvement Project
 64779 County Line Road Widening
 64780 Swamp Road Corridor
 64781 Swamp Road Culvert at Penns Woods Road
 65905 New Hope Cultural Canal Walk
 65922 Ped/Bike Bridge, Route 13, East Coast Greenway
 69824 Rabbit Run Canal Bridge
 69826 Steinburg Road (Bridge)
 69827 Street Road (Bridge)
 69912 River Road (Bridge)
 70225 Maple Avenue
 70226 South Main Street
 71159 Ped/Bike Bridge, Route 13, East Coast Greenway
 71912 Point Pleasant Pike - Betterment Project
 72906 Afton Avenue Streetscape HTSSRS
 72908 Broad and Main St. Streetscape Quakertown HTSSRS
 72909 Destination Doylestown Phase II HTSSRS
 74827 Delaware Canal Enhance
 75793 Tyburn Rd Bridges (6)
 77448 Lindenfield Ped. Bridge/Fairveiw Park Ped. Trail
 77449 Route 13 Pedestrian Bridge-Tulleytown Bucks County
 77455 Broad/Main/Front Streets Streetscape, Phase III
 77456 Route 13 Redevelopment Project
 77468 SR 413 -Langhorne Borough Streetscape, Phase I
 77469 Doylestown Borough Safe Routes to School
 78506 Irish Mtghouse/Deep Run
 80100 Cold Spring Creamery/Burnt House Hill Rds Roundabt

CHESTER COUNTY

13866 Lee's Bridge Road (Bridge)
 13885 Hare's Hill Road Bridge
 13910 White Horse Road Bridge
 13945 US 202, PA 252 to US 30 (Sec. 300 Design)
 14055 PA 162, Strasburg Rd. (Copes Bridge)
 14134 West Bridge Street (Bridge)
 14202 Landenburg Road (Bridge)
 14203 Strasburg Road/Mortonville (Bridge)
 14236 Little Washington Road Bridge
 14251 Chandler Mill Road (Bridge)
 14296 US 30, Lancaster Avenue
 14327 PA 926 (Bridge)
 14336 Pine Swamp Rd. (Bridge)
 14337 Harmonyville Rd. Bridge II
 14339 North Creek Road Bridge
 14354 Chestnut Street (Bridge)
 14484 PA 41 Study
 14492 Pickering Road (Bridge #315)
 14504 PA 52 Relocation
 14515 PA 100
 14532 US 30, Coatesville Downingtown Bypass

NOTE:

The number at the beginning of the Project Title is referred to as the (MPMS) number. It is a reference number assigned to a specific project and remains with that project until its completion. This number can be used to search for information about each project on DVRPC's website:

www.dvrpc.org/transportation/capital/TIP.htm

FY2009-2012 TIP PROJECTS FOR PENNSYLVANIA Highway and Transit Program by MPMS# and Project Title

CHESTER COUNTY.....cont'd

14541 US 1, Baltimore Pike
 14580 US 1 Expressway Reconstruction
 14581 US 1 Expressway Reconstruction
 14587 Springton Rd. (Bridge)
 14602 Fairview Road Bridge (Culvert)
 14613 PA 41, Gap Newport Road
 14629 PA 100 Eagle Loop Road - S. Link
 14653 State Street Bridge
 14663 Chester Valley Trail, Phase I (Sec 3/3)
 14680 Rapp's Dam Covered Bridge
 14698 US 422, Berks Co. to Schuylkill River
 14699 PA 113, Gay St. (Bridge)
 15385 US 202 (Section 100 Design)(ES1)
 47137 PA 41 at Zook Rd., and Bridge over Octoraro
 47979 Paoli Transportation Center (Road Improvements)
 47985 Fairview Road (Bridge)
 57659 French Creek Parkway
 57664 Newark Rd.
 57679 State Rd. (Bridge)
 57680 Union St. Bridge over W. Branch of Brandywine Crk.
 57681 Sheeder Mill Rd. (Bridge #194)
 57683 Old Gap-Newport Pike (Bridge)
 57684 PA 82 Trail
 59434 Schuylkill River Trail (Q20)
 60687 Southern Chester County Rail Corridor Improvement
 62863 PA 100 Vanguard Improvement
 64220 US 422 Expressway/Chester County-M2B/M03
 64222 US 422 Expressway/Chester and Montgomery M1A
 64494 US 202, Swedesford Rd. - Rt. 29 (Sec. 320 MainIn)
 64498 US 202, Exton Bypass to Rt. 29 (Sec. 330- MainIn)
 64847 Springton Road (Bridge)
 65613 US 202, Four Overhead Bridges (Sec. 311)
 65901 Lincoln Highway Enhancement Plan
 69645 East Reeceville Rd. (Bridge)
 69647 US 322/Brandywine Creek Ave.(Bridge)
 69910 Fairview Road (Bridge)
 69911 Harmonyville Road (Bridge)
 69916 Gap Newport Pike (PA 41) (Bridge)
 69917 Gap Newport Pike (PA 41) (Bridge)
 69918 Gap Newport Pike (PA 41) (Bridge)
 69919 Lower Valley Road(PA 372) (Bridge)
 70227 PA 29 Phase III
 70240 US 30 Business
 70241 Kennett Square Closed Loop Signal System
 71193 PA Bicycle Route L Realignment & Safety
 71195 Coatesville Train Station Rehabilitation, Phase I
 71196 SR 340 Sidewalk Connector Project
 71197 Sadsburyville Village Enhancement Plan
 72910 Coatesville Third Avenue Train Station HTSSRS
 72911 Phoenixville Streetscape HTSSRS
 72912 West Grove Community Streetscape HTSSRS
 77457 Church Street Streetscape Project
 77458 Lincoln Highway Streetscapes Project
 77459 Phoenixville Streetscape Project
 77470 Operation Safe Kids - Phoenixville
 77476 Kennett Pike Bikeway:
 80060 Lndn Trct O/White Cly Cr
 80101 PA 52 / Wawaset/Unionville Road South
 83710 Boot Road Extension Bridge

DELAWARE COUNTY

14767 US 30, Lancaster Ave.(Signals)
 14891 Darby/Paoli Rd. (Bridge)
 15008 Folcroft Avenue (Bridge)
 15185 Old Forge Road (Bridge #209)
 15188 Crum Creek Rd. (Bridge)
 15225 Ardmore Ave. Bridge over SEPTAand Cobbs Creek
 15251 US 1, Baltimore Pike
 15281 Chester Pike Bridge (US 13)
 15298 Township Line Road Bridge (US 1)
 15299 Concord Road Bridge
 15306 Sellers Avenue Bridge
 15345 PA 252, Providence Rd.
 15367 Baltimore Pike Bridge (US 1)
 15396 US 13, 9th Street Bridge
 15406 PA 452, Market Street (Bridge)
 15438 Goshen Road
 15468 Concord Road (Bridge), over Baldwin Run
 15485 Naaman's Creek Rd. (3R)
 47147 3rd Street , Broomall Lake Dam
 47409 Rt. 291/Gov. Printz Blvd./Essington (Bridge)
 47986 Chester Creek Bicycle/Pedestrian Trail
 47992 New Rd. (Crozierville Bridge)
 47993 7th St. (Bridge)
 47994 US 13, Chester Pike/MacDade Blvd.
 48168 Baltimore Pike Signal Project
 50520 Sidewalks and Trail
 57750 Baltimore Ave./Pike Signal Project
 57757 Morton Ave.
 57770 Grant Ave. (Bridge)
 57772 Convent Rd. (Bridge)
 57773 Lloyd St. (Bridge)
 57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange
 64790 MacDade Boulevard
 64791 PA 420 Kedron Avenue
 64821 Gradyville Road (Bridge)
 64843 Baltimore Pike Bridge (US 1)
 65127 Chester Waterfront Development/ Streetscape
 65128 Chester Exit 6 (I-95), Streetscape Improvements
 65911 Marcus Hook Streetscape
 65914 Sharon Hill Train Station Rehabilitation
 68027 U. Darby Twp.(Rt 1) Closed Loop Signal
 69665 Rocky Hill Road (Bridge)
 69815 US 322, Environmental Mitigation
 69816 US 322, US 1 to Featherbed Lane
 69817 US 322, Featherbed Lane to I-95 (Cherry Tree Road
 70219 291/East Coast Greenway
 70228 MacDade Boulevard/I-476 Ramp
 70229 West Chester Pike and Market Street
 70245 Chester City Access Improvements II
 71200 East Coast Greenway/Industrial Heritage Highway
 72913 Chester Commercial Business District HTSSRS
 74799 Upper Darby Market St. Elevated Parking Facility
 75800 College Avenue/Septa P & W
 77085 Ruth Bennett House
 77450 Lansdowne Gateway Park & Pedestrian/Bike Trail
 77460 Lincoln Avenue Renaissance Project
 77471 Amtrak Footbridge -Rosemont and Hinckley Aves.
 77473 Providence Road Pedestrian Project, Phase II
 79329 Bridgewater Rd Ext

FY2009-2012 TIP PROJECTS FOR PENNSYLVANIA Highway and Transit Program by MPMS# and Project Title

MONTGOMERY COUNTY

15698 Mill Road Bridge	57858 Lafayette St. Extension
15769 Limekiln Pike Bridge	57861 Pleasant View Rd.
15793 Salfordville Road (Bridge)	57864 Cowpath Rd./Godshall Rd./Broad St.
16085 PA 29 over Hosensack Creek (Bridge)	57866 Norristown Rd.
16086 PA 29 Gravel Pike (Bridge)	59522 PA Tpk. NE Extension/Corridor Incident Traffic Mgt
16097 Graterford Rd Br/Perkiomn	63486 US 202, Johnson Hwy. to Twp. Line Rd. (61S)
16098 Spring Mount Road (Bridge)	63490 US 202, Twp. Line Rd. to Morris Rd. (Sec 61N)
16099 Camp Road (Bridge)	63491 US 202, Morris Rd. to PA 63 (Sec 65S)
16150 Tookany Parkway/Creek (Bridge)	63492 US 202, Swedesford Rd. to PA 309 (Section 65N)
16191 Elm Street (Bridge)	63493 US 202, 5-Points Intersection (Sec. 71A)
16194 High Street Bridge	64017 Sumneytown Pike
16197 Greenwood Avenue (Bridge)	64795 Rock Hill Rd./Belmont Ave.
16211 I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening	64796 US 422 / PA 363 Interchange
16214 Old York Road (PA 611) (Bridge)	64798 North Narberth Ave. (Bridge)
16216 Pennswood Road (Bridge)	64811 PA 463 Horsham Rd.
16218 Stanbridge Street (Bridge)	64845 Terwood Road Bridge
16248 Union Avenue (Bridge)	65910 Ambler Streetscape / Station Landscaping
16334 PA 73, Church Road	66986 US 422, Berks to Schuylkill River (Rd&Bridge-M2A)
16376 Morris Road	68064 I-76 West Ramps Phase1- Henderson/Gulph Road Widen
16396 Church Rd. (Bridge) over Norristown High Speed Ln	69799 PA 309 ITS Integration
16400 Arcola Road Bridge	70197 US 422 (New) Exwy Bridge Over Schuylkill River
16401 Freeman School Rd. (Bridge)	71201 New Hanover Bike & Ped. Network Phase 1
16408 Fruitville Rd. (Bridge #232)	71203 Flourtown-Erdenheim Community Gateways
16433 Pennsylvania Avenue	71206 Collegeville Streetscape, TE
16438 PA 309 Connector Project	72974 Anderson Ave. Bridge/Underpass/Streetscape HTSSRS
16477 PA 309, Welsh Rd. to Highland Ave.	72977 Butler Pike Pedestrian Walkway Improvements HTSSRS
16479 PA 309, Cheltenham Ave. to Church Rd.	72978 Norristown Main St. Streetscape Phase III HTSSRS
16484 Edgehill Road (Bridge)	72992 Glenside Streetscape & Traffic Calming HTSSRS
16489 Old Betzwood Bridge	72994 York Road (SR 263) Hatboro Revitalization HTSSRS
16490 PA 23 AT OLD BETZWOOD BRIDGE	74803 Main Street in Lansdale Pedestrian Project
16577 Ridge Pike, Butler Pike to Phila Line	74804 Mill Street Improvement Project
16599 PA 320	74808 Old York Rd Street Imprv
16610 Ashmead Road Bridge	74812 Susquehanna Road Bridge Reconstruction
16652 Ridge Pike (Bridge)	74813 Ambler Pedestrian Sidewalk Improvements
16665 US 202 South Bound (Section 500), Markley St.	74814 Upper Dublin Twp Street Improvement Project
16669 PA 363, TROOPER ROAD	74815 Upper Gwynedd Streetscape Improvements
16678 Fretz Rd. (Bridge)	74937 Whitemarsh Township Street Improvements
16681 Mill Road Bridge	75764 SalfordSta/MLI Race&Perkio
16688 PA 23, River Road	77461 Broad Street Corridor Streetscape
16699 Linfield Road (Bridge)	77462 Collegeville Main Street Revitalization, Phase II
16703 Old Betzwood Bridge Bike/Ped Trail(C047)	77463 Glenside Streetscape/Traffic Calming (Phase II)
16705 Chester Valley Trail Extension (C036)	77804 Huntingdon Pike Traffic Signal Upgrade
16738 US 422 Expressway Section M1B	77805 Edge Hill Road Pedestrian and Road Improvements
16741 Swamp Road at PA 663	78742 Lafayette Av O/Wssachickn
48172 PA 23 Relocation	79863 Lafayette St (Frst- Cons)
48173 Countywide Traffic Signal Improvement Project	79864 Lafayette St (Brbds-Frd)
48175 Ridge Pike, Norristown Boro to Butler Pike (Pha I)	79928 Lafayette St (Lfytt-Brg)
48181 Fitzwatertown Rd.	80021 Markley St Imprv 202-510
48186 Pottstown Area Signal System Upgrade	80022 Markley St Imprv 202-520
48187 I-76 Ramps Phase 2 - Henderson/Gulph Road Widen	80479 SR 476 Roadway Recon
48418 Allentown Rd.	83643 Limekiln Pike o/SEPTA RR
50364 US 202, Dekalb Pike, Section 610	83742 Keim St o/Schuylkill Riv
50646 PA 63 - Rehab 2 Bridges	
50671 Kutztown Road (Bridge)	
57849 PA 29, Main St. (Bridge)	
57851 Plank/Otts/Meyers/Seitz Rds.	

FY2009-2012 TIP PROJECTS FOR PENNSYLVANIA Highway and Transit Program by MPMS# and Project Title

PHILADELPHIA COUNTY

<p>6987 Passyunk Avenue (Signals) 17350 Henry Ave. Bridge over Wissahickon 17460 40th Street (Bridge) 17464 Holme Avenue (Bridge) 17581 Bells Mill Road 17622 Adams Avenue (Bridge) 17655 Center City Traffic Systems II 17657 Market Street Signal and Pedestrian Improvements 17659 Harbison Ave./Aramingo Ave.(C048) 17697 Island Ave. (Signals) 17724 South Street Bridges (3 Structures) 17782 I-95 & Aramingo Ave., Adams Ave. Connector 17784 JFK Boulevard Bridge 17815 Cottman Ave. (Bridge) 17816 Chestnut Street at 30th Street (Bridge) 17817 Henry Ave. Bridge over SEPTA 17821 I-95 Shackamaxon St. to Ann St. (Sec. GIR) 17829 52nd/Lancaster Ave. Enhancements 17832 30th Street Gateway 46956 North Delaware Ave. Extension 46958 Philadelphia Naval Shipyard Access 48193 Allen's Lane (Bridge) 48195 Tyson Ave. (Signals) 50522 Manayunk Rec. Path - Phase II/Fairmount Bikeway 56768 41st Street Bridge 57276 Montgomery Avenue (Bridge) 57278 Rising Sun Avenue (Bridge) 57893 Lehigh Ave. East (Signals) 57894 Stenton Ave. and Godfrey Ave. (Signals) 57897 Haverford Ave. (Signals) 57898 Lancaster Ave. (Signals) 57901 Lincoln Drive (3R) 57902 City Wide 3R Betterments 57904 PA 291, Platt Bridge 61712 N Del Riverfront Greenway/Heritage Trail - Sect 2 61714 Restoration of the Manayunk Canal 61717 Fairmount Water Works Dock 62694 Passyunk Avenue Drawbridge 62717 Lehigh Ave. West (Signals) 64804 Delaware Avenue (Signals) 64806 34th Street (Signals) 64808 Whitaker Avenue/B Street (Signals) 64844 30th Street Ramp (Bridge) - 3 Structures 65915 Pennsylvania Ave. Improvements 68072 PATCO Directional Signage, Philadelphia 69664 Clarrissa Street (Bridge) 69828 Market Street (2 Structures) 69909 Willits Road (Bridge) 69913 Grays Ferry Ave. (Bridge) 69915 Roosevelt Expressway (Twin Bridge) Parapets 70014 Center City Signal Improvement Project, Phase 3 70231 Swanson Street 71209 East Falls Reconnects to River, Phase I 71210 West Bank Greenway/Philadelphia Zoo 72793 Market Street Bridge Enhancement 72999 El Centro de Oro Streetscape HTSSRS</p>	<p>73012 Frankford Ave. Improvement HTSSRS 73135 Germantown Ave. Streetscape HTSSRS 73136 Mt. Airy Main Street Streetscape HTSSRS 74823 Philadelphia Zoo Intermodal Transportation Improv 74824 Walnut St Gateway Project 74829 Schuylkill River Park Rail Crossings 74833 Frankford Avenue-Mayfair 76644 I-76 Precast Parapets 76870 Willow Grove Avenue Bridge Over SEPTA R8 77451 Grays Ferry Avenue Streetscape 77452 Manayunk Canal Restoration 77454 Outdoor Advertising Control 77465 Frankford Avenue Improvement Plan 77466 Mid-East Girard Avenue Streetscape Project 77467 Fox Chase/Rockledge Streetscape, Phase III 77475 Philadelphia School Zone Safety Phase 2 77477 Schuylkill River Park & Trail-Phase IIIB-North 77478 Schuylkill Trails-Bicycle & Pedestrian Trail 77479 Roxborough Streetscape Improvements 77485 Mill Creek Safe Routes to School 77540 Baltimore Avenue Pedestrian Lighting 78757 JFK Blvd O/23rd St 78758 JFK Blvd O/22nd St 78761 JFK Blvd O/21st St 79686 I-95: Columbia - Ann 79743 Logan Square, 20th Street Parkway 79825 I-95: Shckmxon - Columbia 79830 North Delaware Riverfront Greenway project, Sec 1 79832 North Delaware Riverfront Greenway project, Sec 3 79833 North Delaware Riverfront Greenway project, Sec 4 80054 Vine St Expy (7) Brgs 80055 Roosevelt Blvd (2) Brgs 80094 Temp I-95 Off-Ramp 82619 I-95 Bridge Repairs 82705 I-676: 18th St. to I-95 83736 Rsvlt Blvd o/Wayne Junc 84457 Signal Retiming Program</p>
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FY2009-2012 TIP PROJECTS FOR PENNSYLVANIA Highway and Transit Program by MPMS# and Project Title

VARIOUS

17891 TransitChek Mass Marketing Efforts
 17900 Mobility Alternatives Program (MAP)
 17928 Ozone Action Program
 36927 Railroad/Highway Grade Crossings
 48197 CSX Trenton Line
 48199 Transportation Management Associations
 48201 DVRPC Competitive CMAQ Program
 48202 Regional GIS Support
 57927 Regional Safety Initiatives
 62568 State Bridge Design Manager
 64652 Trans. & Community Development Initiative-TCDI
 64984 Highway Transportation Enhancements
 65109 Transit Flex - SEPTA
 66460 TE Project Engineering / Management
 66461 CMAQ Project Engineering / Management
 69801 Expressway Service Patrol Expansion
 72738 Intelligent Trans. Systems (ITS) Including RIMIS
 75854 District Program Management Services "A"
 75855 District Program Management Services "B"
 76175 District Financial Constraint Bank
 79927 Highway Reserve District-Wide Line Item
 79929 Bridge Reserve Line Item
 79980 STU Reserve Line Item
 80093 I-76 Regional Travel Info
 83743 ADA Ramps Line Item 2008
 84318 CMAQ Reserve Line Item
 84325 Act 44 SD Discretionary Line Item

PENNDOT (Keystone Service)

59917 Harrisburg/ SEPTA R5 Paoli Rail Line Improvements

DRPA

22222 Penn's Landing Ferry System
 74835 PATCO High Speed Line Fleet Upgrade
 79814 Penn's Landing Water Shuttle Ramp Infrastructure

SEPTA

702 Exton Station Parking Expansion
 703 Gwynedd Valley Station Parking
 704 Jenkintown Parking Garage
 705 Malvern Station and Pedestrian Tunnel Improvements
 706 Penllyn Station Parking Expansion
 707 Philmont Station Parking Expansion
 722 SEPTA Flex
 15407 Villanova Intermodal Station Accessibility
 59917 Harrisburg/ SEPTA R5 Paoli Rail Line Improvements
 59966 Capital Asset Lease Program
 59973 Utility Fleet Renewal Program
 60255 Regional Rail Signal Modernization Program
 60271 Station Accessibility Program
 60275 Debt Service
 60281 Market St. Elevated Reconstruction Program
 60286 SEPTA Bus Purchase Program
 60317 Federal Preventive Maintenance
 60335 City Hall and 15th Street Stations Rehabilitation
 60540 Parking Expansion Program
 60555 Broad Street Subway Station Improvements
 60557 System Improvements
 60565 Schuylkill Valley Metro
 60574 Paoli Transportation Center
 60582 Vehicle Overhaul Program
 60585 Track, Signal, Catenary & Bridge Renewal (ISRP)
 60599 Paratransit Vehicle Purchase
 60611 Fare Collection System/New Payment Technologies
 60619 Transit Enhancements
 60629 Job Access and Reverse Commute (JARC)
 60636 Elwyn to Wawa Rail Improvements
 60651 Regional Rail Substation Imp. Program
 60655 Intermodal Facility Improvements (B)
 65612 SEPTA Safety and Security Improvements
 70690 Section 5309 Discretionary Bus Funds
 70691 SMART Stations Program
 77180 State of Good Repair
 77183 Transit and Regional Rail Station Program
 77187 Shops, Yards & Support Facilities Renewal (ISRP)
 77190 Station and Loop Renewal (ISRP)

Learn more and share your ideas ...

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. The public comment period for the Draft DVRPC FY 2009 TIP for New Jersey and Pennsylvania will open on May 2, 2008, and extend through June 2, 2008 at 5:00 p.m. (EST).

There will be two public meetings held in two different locations on the following dates to allow the public to ask questions and present their comments:

WEDNESDAY, MAY 14, 2008

3:30 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

WEDNESDAY, MAY 28, 2008

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

These meetings will be conducted jointly with the State DOT's and also serve as an opportunity to comment on New Jersey's State's Transportation Improvement Program (STIP). New Jersey's full draft 10 year STIP can be seen at <http://www.state.nj.us/transportation/capital/cpd/>

If you are interested, but unable to attend either one of these public meetings, written comments can be forwarded to:

- TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

OR

- Faxed to 215-592-1800

OR

- Emailed to tip-plan-comments@dvrpc.org.

Copies of the Draft FY09 TIP are available for review on the DVRPC web page at <http://www.dvrpc.org/transportation/capital/TIP.htm> and in print at the DVRPC library. This document will also be available for review at the public meetings.

For more information, please contact DVRPC's Capital Programming Office at 215-238-2938 or via email at eschoonmaker@dvrpc.org.



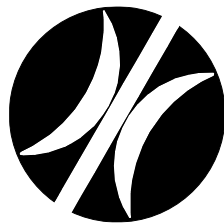
**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 NORTH INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106-1520**

**TELEPHONE: (215) 592-1800
FAX: (215) 592-9125**

NJDOT's 10 Year Capital Plan

FY 2009 - 2018

This document contains a listing of the *New Jersey Department of Transportation (NJDOT's) 10 Year Capital Plan* which contains all the capital projects planned by NJDOT and NJ TRANSIT for the fiscal year beginning on July 1, 2008. Listed in MPO order, all projects listed in this document are considered funded with the exception of those projects listed in a report identified as "Tier 2 Projects", formally known as the "Unfunded "B" List". These "Tier 2" projects cannot be funded based on current ten-year revenue estimates; however the availability of additional state or federal funds could allow them to be funded within *NJDOT's 10 Year Capital Plan*. The list of "Tier 2" projects in the DVRPC Region is located at the end of this document.



Delaware Valley Regional Planning Commission

DVRPC

FY2009-2018 Draft Program - New Jersey Department of Transportation

(\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Route 42, Grenloch-Little Gloucester Road (AKA College Road) (CR 673) (DB# 00349)	CON	\$7.500										\$7.500
Route 29, Moores Station Canal Crossing (AKA Pleasant Valley Road) (DB# 00362F)	CON	\$1.300										\$1.300
Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road (DB# 00372)	CON			\$38.020	\$44.380							\$82.400
RIMIS - Phase II Implementation (DB# 01300)	EC	\$0.380	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.125	\$0.125	\$0.125	\$0.150	\$1.405
Route 1, Southbound, Quaker Bridge Mall Overpass (DB# 01330A1)	CON			\$3.200								\$3.200
Route 322, Harrison Township, Drainage Improvements (DB# 01340)	Tier2	ROW									\$0.030	\$0.030
	Tier2	CON									\$1.530	\$1.530
Route 42, Gantown Road, Intersection Improvements (DB# 01343A)	Tier2	DES				\$0.500						\$0.500
	Tier2	ROW					\$1.000					\$1.000
	Tier2	CON						\$3.000				\$3.000
Route 322, Fries Mill Road Intersection Improvements (CR 655) (DB# 01351B)	Tier2	DES				\$0.500						\$0.500
	Tier2	ROW					\$0.500					\$0.500
	Tier2	CON							\$1.240			\$1.240
Route 130, Craft's Creek Bridge (DB# 01356)	DES	\$1.300										\$1.300
	ROW	\$0.158										\$0.158
	CON		\$11.876									\$11.876
Route 130, Crystal Lake Dam (DB# 02309)	DES		\$0.400									\$0.400
	CON				\$4.600							\$4.600
Delaware River Heritage Trail, Burlington/Mercer (DB# 02390)	ERC	\$0.400										\$0.400
Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section) (DB# 02396A)	PD	\$3.538										\$3.538
	Tier2	DES		\$2.000								\$2.000
	Tier2	ROW			\$1.000							\$1.000
	Tier2	CON					\$25.000					\$25.000

DVRPC

FY2009-2018 Draft Program - New Jersey Department of Transportation (\$ millions)

PROJECT	Phase	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY09-18
Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section) (DB# 02396B)												
	FA	\$1.000										\$1.000
	PD		\$2.405									\$2.405
Route 130, Columbus Road/Jones Street (DB# 02397)												
	Tier2	DES		\$0.600								\$0.600
	Tier2	ROW			\$1.000							\$1.000
	Tier2	CON					\$6.000					\$6.000
Route 1, Penns Neck Improvements (CR 571) (DB# 031)												
	Tier2	DES				\$7.000						\$7.000
	Tier2	ROW					\$10.000	\$13.500				\$23.500
	Tier2	UTI							\$6.000	\$6.000		\$12.000
	Tier2	CON									\$109.250	\$109.250
Route 1, Millstone River, Bridge Replacement (DB# 031A)												
	CON	\$17.906										\$17.906
Vaughn Drive Connector (DB# 031B)												
	Tier2	ROW					\$5.000	\$5.000				\$10.000
	Tier2	CON							\$12.342	\$12.342		\$24.684
Route 295, Route 130 to Route 29/I-195 Interchange, Resurfacing (DB# 03326)												
	CON	\$12.863										\$12.863
Route 33, Sidewalk Improvements, I-295 to George Dye Road (DB# 04302C1)												
	DES		\$0.800									\$0.800
	ROW			\$2.000								\$2.000
	CON					\$8.800						\$8.800
Route 73, D'Angelo Drive to West Franklin Avenue, Operational Improvements (DB# 04306)												
	Tier2	DES				\$0.600						\$0.600
	Tier2	ROW					\$0.700					\$0.700
	Tier2	CON							\$3.200			\$3.200
Route 206, North of Cherry Hill Road, Drainage Improvements (DB# 04318)												
	Tier2	CON									\$1.500	\$1.500
Route 206, North of Quaker Road, Drainage Improvements (DB# 04319)												
	Tier2	DES									\$0.400	\$0.400
	Tier2	ROW									\$0.200	\$0.200
	Tier2	CON									\$2.800	\$2.800
Route 295, Paulsboro Brownfields Access (DB# 04321)												
	ERC	\$4.000										\$4.000

DVRPC

FY2009-2018 Draft Program - New Jersey Department of Transportation

(\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
DVRPC Transportation, Land Use and Economic Development Planning (DB# 05374)												
	EC	\$0.300										\$0.300
County Route 561 over Cape May Branch (DB# 06367)												
	DES		\$0.850									\$0.850
	ROW			\$0.100								\$0.100
	CON				\$4.500							\$4.500
Route 295, Rancocas-Mount Holly Road to Route 130, Pavement Repair & Resurfacing (DB# 08324)												
	CON		\$21.650	\$21.650								\$43.300
Route 30/130, Collingswood/Pennsauken (Phase B), PATCO Bridge to North Park Drive (DB# 155C)												
	DES	\$2.100										\$2.100
	ROW	\$2.800										\$2.800
	CON		\$15.065	\$15.066								\$30.131
Route 31, Pennington Circle Safety Improvements (DB# 159A)												
	DES			\$1.000								\$1.000
	ROW				\$1.000							\$1.000
	CON						\$2.200					\$2.200
Route 295/38, Missing Moves, Mount Laurel (DB# 191A)												
	Tier2	DES				\$8.500						\$8.500
	Tier2	ROW					\$10.800					\$10.800
	Tier2	CON						\$47.100	\$39.100	\$24.100		\$110.300
Route 47/41, Egg Harbor Road (Site 4) (DB# 232F)												
	Tier2	DES				\$1.000						\$1.000
	Tier2	CON						\$3.000				\$3.000
Route 70, Airport Circle to Marlton Circle Operational Improvements (DB# 252A1)												
	ERC				\$13.500	\$1.800	\$5.000	\$36.750	\$33.750	\$16.000	\$48.000	\$154.800
Route 70, Kingston Road, Intersection Improvements (DB# 252B1)												
	DES			\$1.000								\$1.000
	ROW				\$1.500							\$1.500
	CON						\$7.000					\$7.000
Route 70, Covered Bridge Road, Intersection Improvements (DB# 252B2)												
	DES			\$1.000								\$1.000
	ROW				\$1.500							\$1.500
	CON						\$7.000					\$7.000

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FY2009-2018 Draft Program - New Jersey Department of Transportation (\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Route 206, Stony Brook Bridges (DB# 326)												
	DES	\$1.150										\$1.150
	CON			\$5.649								\$5.649
Route 295/42/I-76, Direct Connection, Camden County (DB# 355)												
	PD	\$9.990										\$9.990
	DES		\$6.500									\$6.500
	ROW		\$19.000									\$19.000
	CON				\$70.000	\$70.000	\$70.000	\$70.000	\$70.000	\$70.000	\$70.000	\$490.000
Route 295/42, Missing Moves, Bellmawr (DB# 355A)												
	DES			\$4.000								\$4.000
	ROW				\$1.132							\$1.132
	CON						\$27.612	\$40.944	\$40.944			\$109.500
Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek (DB# 551B)												
	FA	\$0.940										\$0.940
Route 73/70, Marlton Circle Elimination (5) (DB# 567)												
	CON	\$30.700										\$30.700
Route 70, Hartford Road, Intersection Improvements (DB# 9049B)												
	DES					\$0.700						\$0.700
	ROW						\$1.000					\$1.000
	CON								\$3.000			\$3.000
Route 33, Conrail Bridge Removal (DB# 9101)												
	CON	\$10.075										\$10.075
Route 95, Reed Road Wetland Mitigation Site (DB# 9194A)												
	CON	\$1.335										\$1.335
Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537) (DB# 9212C)												
	Tier2	DES				\$1.000						\$1.000
	Tier2	ROW					\$1.500					\$1.500
	Tier2	CON							\$5.225			\$5.225
Route 30, Warwick Road to Jefferson Avenue (DB# 93263)												
	DES	\$0.700										\$0.700
	ROW	\$0.420										\$0.420
	CON			\$5.660								\$5.660

DVRPC

FY2009-2018 Draft Program - New Jersey Department of Transportation

(\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Route 30, Blue Anchor Dam (DB# 93266)												
	DES		\$0.600									\$0.600
	ROW			\$0.300								\$0.300
	CON				\$5.200							\$5.200
Route 30, Cooper River Drainage Improvements (DB# 9377)												
	CON			\$13.350	\$13.350							\$26.700
Route 206, Assiscunk Creek Bridge Replacement (40) (DB# 94024)												
	CON	\$4.400										\$4.400
Route 73, Fox Meadow Road/Fellowship Road (DB# 94068)												
	CON		\$18.600									\$18.600
Route 130, Campus Drive (DB# 95078B1)												
	CON		\$7.987									\$7.987
Route 130, Cinnaminson Avenue/Church Road/Branch Pike (DB# 95078B4)												
	ERC	\$4.000	\$4.000									\$8.000
Route 30, Fleming Pike, Drainage Improvements (DB# 96004)												
	Tier2	DES								\$0.760		\$0.760
	Tier2	ROW								\$0.300		\$0.300
	Tier2	CON								\$3.309		\$3.309
Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) (DB# 97049)												
	DES					\$0.200						\$0.200
	ROW					\$0.020						\$0.020
	CON							\$0.800				\$0.800
Route 45, Swedesboro-Franklinville Road (CR 538) (DB# 97050)												
	CON	\$1.957										\$1.957
Route 322, Kings Highway (CR 551) (DB# 97112B)												
	Tier2	DES				\$0.800						\$0.800
	Tier2	ROW					\$0.200					\$0.200
	Tier2	CON							\$3.500			\$3.500
Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation (DB# 98344)												
	DES		\$3.000									\$3.000
	ROW			\$1.800								\$1.800
	CON					\$20.000	\$23.000					\$43.000

DVRPC

FY2009-2018 Draft Program - New Jersey Department of Transportation

(\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam (DB# 98348)												
	DES		\$1.000									\$1.000
	ROW			\$0.500								\$0.500
	CON					\$6.000						\$6.000
Route 130, Pedestrian Bridge, Washington Twp. (DB# 98535)												
	CON		\$2.306									\$2.306
Route 130, Brooklawn Circles (DB# 99312)												
	Tier2	DES				\$0.700						\$0.700
	Tier2	ROW					\$1.000					\$1.000
	Tier2	CON							\$3.500			\$3.500
Van Dyke Road and Greenwood Avenue Bridges over Trenton Branch (DB# 99315)												
	CON		\$4.816									\$4.816
Duck Island Landfill, Site Remediation (DB# 99334)												
	EC	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$1.300
Trenton Amtrak Bridges (DB# 99362)												
	ROW	\$3.125										\$3.125
	UTI	\$2.173										\$2.173
	CON			\$6.567	\$4.567	\$5.021	\$9.919					\$26.074
Trenton Amtrak Bridges Detour Route (DB# 99362A)												
	CON		\$1.230									\$1.230
Transportation and Community Development Initiative (TCDI) DVRPC (DB# D0204)												
	EC	\$1.080	\$0.080	\$1.080	\$0.080	\$1.200	\$0.100	\$1.200	\$0.100	\$1.200	\$0.100	\$6.220
DVRPC, Future Projects (DB# D026)												
	ERC	\$0.135	\$1.800					\$4.034	\$3.834	\$3.934	\$2.509	\$16.246
Burlington County Roadway Safety Improvements (DB# D0302)												
	CON		\$0.500						\$0.600		\$0.700	\$1.800
Gloucester County Roadway Safety Improvements (DB# D0401)												
	CON		\$0.500		\$0.500				\$0.600		\$0.700	\$2.300
TransitChek Mass Marketing Efforts--New Jersey (DB# D0406)												
	EC	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.400
Ozone Action Program in New Jersey (DB# D0407)												
	EC	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.040	\$0.400
Camden County Roadway Safety Improvements (DB# D0410)												
	CON		\$0.500		\$0.500		\$0.500		\$0.600		\$0.700	\$2.800

DVRPC

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Mercer County Roadway Safety Improvements (DB# D0412)												
	CON	\$0.500		\$0.500		\$0.500		\$0.600		\$0.600		\$2.700
Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630 (DB# D0503)												
	ROW		\$0.500									\$0.500
	CON				\$4.200	\$4.700	\$4.100					\$13.000
Camden County Bus Purchase (DB# D0601)												
	EC	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000
DVRPC, Local ITS Improvements (DB# D0802)												
	EC							\$1.200	\$1.300	\$1.300	\$1.300	\$5.100
DVRPC, Bridge Rehabilitation Program (DB# D0803)												
	EC							\$6.000	\$6.000	\$6.000	\$7.000	\$25.000
Jacksonville-Jobstown Road, Bridge over branch of the Assicunk Creek (DB# D0805)												
	CON		\$0.850									\$0.850
Bispham Street Bridge over Rancocas Creek (DB# D0806)												
	CON		\$0.800									\$0.800
Gloucester County Resurfacing (DB# D9806)												
	EC	\$0.750	\$0.500									\$1.250
Gloucester County Bus Purchase (DB# D9807)												
	CON	\$0.065	\$0.065	\$0.065	\$0.065	\$0.065	\$0.065	\$0.065	\$0.065	\$0.065	\$0.065	\$0.650
Hanover Street Bridge over Rancocas Creek, CR 616 (DB# D9902)												
	ROW	\$0.100										\$0.100
	CON			\$3.240								\$3.240
Smithville Road Bridge over Rancocas Creek, CR 684 (DB# D9903)												
	ROW	\$0.050										\$0.050
	CON			\$2.500								\$2.500
South Pemberton Road, CR 530 (DB# D9912)												
	ROW	\$5.000										\$5.000
	CON			\$8.024	\$5.072	\$3.698	\$0.500					\$17.294
Princeton Township Roadway Improvements (DB# HP01010)												
	ERC	\$0.499										\$0.499
Route 206, South Broad Street Bridge over Assunpink Creek (DB# L064)												
	DES	\$0.700										\$0.700
	CON		\$6.289									\$6.289
Emergency Service Patrol (DB# X181)												
	EC	\$13.800	\$13.300	\$13.300	\$13.300	\$13.300	\$13.300	\$13.300	\$13.300	\$13.300	\$13.300	\$133.500

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Route 168, Benigno Boulevard (DB# X227A1)												
	DES		\$0.600									\$0.600
	ROW		\$1.500									\$1.500
	CON			\$2.600								\$2.600
Route 168, I-295 Interchange Improvements (DB# X227A2)												
	DES				\$2.000							\$2.000
	ROW					\$5.000						\$5.000
	CON						\$14.000	\$14.000				\$28.000
Route 168, Kings Highway Intersection Improvements (DB# X227A3)												
	Tier2	DES				\$0.600						\$0.600
	Tier2	ROW					\$2.500					\$2.500
	Tier2	CON							\$4.200			\$4.200
Local County Aid, DVRPC (DB# X41C1)												
	ERC	\$15.340	\$15.340	\$15.340	\$15.340	\$15.340	\$15.340	\$15.340	\$15.340	\$15.340	\$15.340	\$153.400
TMA-DVRPC (DB# X43J)												
	EC	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$21.000
DVRPC Project Development (Local Scoping) (DB# X80B)												
	LPD	\$2.000	\$1.000	\$0.500	\$0.500	\$0.500	\$0.500	\$2.200	\$2.200	\$2.200	\$2.200	\$13.800
Local Municipal Aid, DVRPC (DB# X98C1)												
	ERC	\$13.705	\$13.705	\$13.705	\$13.705	\$13.705	\$13.705	\$13.705	\$13.705	\$13.705	\$13.705	\$137.050

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Route 10, Jefferson Road (DB# 00312)												
	Tier2	DES				\$0.500						\$0.500
	Tier2	ROW					\$2.500					\$2.500
	Tier2	CON							\$3.000			\$3.000
Route 280, NJ 21 interchange improvements (DB# 00314)												
	Tier2	DES	\$5.000									\$5.000
	Tier2	ROW		\$4.000								\$4.000
	Tier2	CON				\$29.000	\$29.000					\$58.000
Schalks Station Road Bridge, CR 683 (DB# 00321)												
		CON	\$4.530									\$4.530
Route 72, Manahawkin Bay Bridges (DB# 00357)												
		DES		\$8.000	\$8.000							\$16.000
		ROW			\$0.200							\$0.200
		CON					\$63.000	\$63.000	\$63.000			\$189.000
Route 29/179, Lambertville Gateways (DB# 00362A)												
		DES	\$1.000									\$1.000
		ROW		\$2.000								\$2.000
		CON			\$6.000							\$6.000
Route 80, Elmwood Park/Rochelle Park/Saddle Brook, Noise Walls (DB# 00370)												
	Tier2	DES	\$1.200									\$1.200
	Tier2	CON		\$10.017								\$10.017
Route 80/287, Safety Improvement (DB# 00371A)												
		CON	\$14.170									\$14.170
Route 80, Parsippany-Troy Hills Roadway Improvement (DB# 00371B)												
		ROW	\$0.600									\$0.600
		CON			\$32.490	\$28.110	\$26.000					\$86.600
Route 78, Union/Essex Rehabilitation, Contract B (DB# 00373B)												
		CON			\$47.000	\$47.000						\$94.000
ITS Coalition Funding (DB# 00376)												
		EC	\$0.640									\$0.640
Route 440/1&9T, Jersey City Bicycle/Pedestrian Improvements (DB# 01318)												
		DES	\$0.300									\$0.300
		CON		\$6.000								\$6.000
69th Street Bridge (DB# 02311)												
		ERC	\$10.000	\$15.000	\$15.000	\$15.000						\$55.000

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Train Preemption for Traffic Signals - North II (DB# 02354)												
	CON	\$5.990										\$5.990
Route 22, Pedestrian Improvements, Union/Springfield Townships (DB# 02374)												
	DES		\$0.300									\$0.300
	ROW			\$0.100								\$0.100
	CON				\$2.000							\$2.000
Route 287, Glaser's Pond, Long-term Drainage Improvements (DB# 02399)												
	DES		\$0.500									\$0.500
	ROW			\$0.500								\$0.500
	CON					\$4.100						\$4.100
Route 31, Spruce Run Stream Erosion (DB# 02405)												
	Tier2	DES								\$0.400		\$0.400
	Tier2	ROW								\$0.010		\$0.010
	Tier2	CON								\$1.934		\$1.934
Route 22, Weequahic Park, Drainage Improvements (DB# 02408)												
	CON	\$3.840										\$3.840
Route 80, North Street, Drainage Improvements (DB# 02412)												
	DES				\$0.400							\$0.400
	ROW				\$0.200							\$0.200
	CON					\$4.700						\$4.700
Route 22, Traffic Signal Improvements/Signal Coordination, Somerset County (DB# 03317A)												
	CON		\$3.003									\$3.003
Route 22, Sidewalk Improvements, Somerset County (DB# 03317D)												
	DES		\$0.500									\$0.500
	ROW			\$0.500								\$0.500
	CON				\$3.200							\$3.200
Route 22, ITS Closed Loop System, Somerset County (DB# 03317E)												
	CON		\$2.340									\$2.340
Route 22, Sustainable Corridor Long-term Improvements (DB# 03318)												
	LFA	\$2.870										\$2.870
	PD		\$5.884									\$5.884
Route 22, Sustainable Corridor Short-term projects (DB# 03319)												
	DES	\$0.750										\$0.750
	ROW	\$0.250										\$0.250
	CON		\$5.880									\$5.880

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Route 18, Raritan Riverfront Multipurpose Trail (DB# 03349)	CON		\$3.000									\$3.000
Route 1&9, Pulaski Skyway (DB# 03356)	FA	\$5.500										\$5.500
	ERC						\$75.000	\$75.000	\$75.000	\$80.000		\$305.000
Route 280, Harrison Township Operational Improvements (DB# 04305)	LFA	\$2.000										\$2.000
	LPD		\$4.000									\$4.000
Route 120, Paterson Plank Road from Route 17 to Murray Hill Boulevard (DB# 04326B)	CON	\$20.132	\$12.000									\$32.132
East Coast Greenway, Middlesex/Union Counties (DB# 04327B)	DES		\$0.650									\$0.650
	CON			\$8.000								\$8.000
Route 17, Northbound over I-80, Bridge Deck Replacement (DB# 04386)	DES	\$0.800										\$0.800
	CON			\$7.882								\$7.882
Route 287/78, I-287/202/206 Interchange Improvements (DB# 04389)	DES		\$3.000									\$3.000
	CON				\$26.296	\$30.000						\$56.296
Route 1&9T, St. Paul's Avenue/Conrail Bridge (25) (DB# 051)	CON	\$77.656	\$62.000	\$73.599								\$213.255
Route 17, Arbor Drive, Drainage Improvement (DB# 05312)	Tier2	DES								\$0.400		\$0.400
	Tier2	ROW								\$0.200		\$0.200
	Tier2	CON								\$3.600		\$3.600
Route 28, Middaugh Street to Somerset Street, Drainage Improvement (DB# 05371)	Tier2	DES								\$0.400		\$0.400
	Tier2	ROW								\$0.200		\$0.200
	Tier2	CON								\$3.100		\$3.100
Sandy Hook Ferry Service (DB# 05381)	ERC	\$0.226										\$0.226
Route 78, East of Tunnel Road to East of Beaver Brook, Resurfacing (DB# 05398)	CON	\$6.577										\$6.577

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Route 139, Contract 3 (Hoboken and Conrail Viaducts) (DB# 053C)												
	UTI			\$1.515								\$1.515
	CON					\$44.485	\$45.000	\$45.000	\$40.000			\$174.485
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange (DB# 059)												
	Tier2	ROW	\$5.830									\$5.830
	Tier2	CON								\$140.000		\$140.000
Long Branch Ferry Terminal (DB# 06314)												
		FA	\$3.283									\$3.283
Carteret Ferry Service Terminal (DB# 06316)												
		ERC	\$1.010									\$1.010
Liberty Corridor Planning Study (DB# 06318A)												
		PLS	\$0.080									\$0.080
Port Reading Junction (DB# 06318B)												
		CON	\$4.595									\$4.595
North Jersey Railroad Doublestack Clearance (DB# 06318C)												
		CON	\$20.527									\$20.527
North Avenue Corridor Improvement Project (NACI) (DB# 06318F)												
		ERC	\$14.301	\$56.440	\$85.000	\$43.000						\$198.741
Route 72, Westbound, CR 539 to Nautilus Drive, Evacuation Route (DB# 06323)												
		CON		\$1.500								\$1.500
Passaic River-Newark Bay Restoration and Pollution Abatement Project, Route 21, River Road, CR 510 (DB# 06325)												
		ERC	\$0.204									\$0.204
Carteret, International Trade and Logistics Center Roadway Improvements (DB# 06344)												
		ERC	\$2.083									\$2.083
Route 35, Cheesequake Creek Bridge (DB# 06368)												
		CON			\$12.500	\$12.500						\$25.000
Route 37, Mathis Bridge Eastbound over Barnegat Bay (DB# 06369)												
		ROW	\$0.500									\$0.500
		CON			\$36.500	\$36.500						\$73.000
Route 46, Hackensack River Bridge (DB# 06371)												
		DES	\$2.230									\$2.230
		CON		\$10.491	\$12.509							\$23.000
Route 495, Route 1&9/Paterson Plank Road Bridge (DB# 06373)												
		CON			\$23.789	\$26.860						\$50.649

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Barrier Gate Replacement (DB# 06391)	CON	\$5.000										\$5.000
Main Street Bypass, Sayreville (DB# 06393)	ERC	\$2.000	\$2.000	\$2.000								\$6.000
Route 80, Eastbound, West of Hope-Johnsonburg Road to East of Ledgewood Avenue, Resurfacing (DB# 06410)	CON	\$22.800										\$22.800
Route 80, Westbound, West of Hope-Johnsonburg Road to East of Ledgewood Avenue, Resurfacing (DB# 06411)	CON	\$18.501										\$18.501
Route 4, Pedestrian Mobility Improvements, Teaneck (DB# 065A)	DES		\$0.900									\$0.900
	CON			\$3.100								\$3.100
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad (DB# 065C)	DES			\$1.000								\$1.000
	ROW				\$0.500							\$0.500
	CON					\$20.600	\$20.600					\$41.200
Route 4, Corridor Improvements (Hotspot Locations) (DB# 065D)	Tier2 DES						\$10.000					\$10.000
	Tier2 ROW							\$5.000				\$5.000
	Tier2 CON									\$160.000		\$160.000
Route 78, I-287 to West of Plainfield Avenue, Resurfacing (DB# 07306)	CON	\$13.900										\$13.900
Route 287, Vicinity of Stelton Road to Vicinity of Main Street, Resurfacing (DB# 07307)	CON	\$20.000										\$20.000
Route 287, North of Ramapo River to the Vicinity of Franklin Avenue, Resurfacing (DB# 07308)	CON	\$3.953										\$3.953
Route 80, Westbound, West of Route 23 Interchange to East of Squirrelwood Road, Resurfacing (DB# 07309)	CON	\$10.000										\$10.000
Route 80, Eastbound, West of Madison Avenue to Polify Road, Resurfacing (DB# 07310)	CON	\$10.960										\$10.960
Route 80, Westbound, East of South Beverwyck Road to West of the Route 23 Interchange, Resurfacing (DB# 07311)	CON		\$22.760									\$22.760
Route 130, Southbound, North of Deans Road to Vicinity of Lawrence Brook, Resurfacing (DB# 07312)	CON	\$2.285										\$2.285
Millburn Townwalk, adjacent to the west Branch of the Rahway River (DB# 07329)	ERC	\$0.120										\$0.120

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Rahway Streetscape Replacement (DB# 07330)	ERC	\$0.388										\$0.388
Pompton Lakes Downtown Streetscape (DB# 07331)	CON	\$0.758										\$0.758
Route 9, Bus Rapid Transit (DB# 07350)												
Tier2	DES			\$0.300								\$0.300
Tier2	CON				\$10.000							\$10.000
Lincoln Avenue, Intersection Signal Replacements (DB# 07357)	CON	\$0.371										\$0.371
Route 12, Main Street Roundabout (DB# 07358)	CON		\$1.900									\$1.900
Route 7, Hackensack River (Wittpenn) Bridge, Contract 1 (DB# 075A)	UTI	\$9.189										\$9.189
	CON			\$50.224	\$22.112	\$18.164						\$90.500
Route 7, Hackensack River (Wittpenn) Bridge, Contract 2 (DB# 075B)	CON					\$43.000	\$40.000	\$24.000				\$107.000
Route 7, Hackensack River (Wittpenn) Bridge, Contract 3 (DB# 075C)	DES		\$4.500									\$4.500
	CON						\$28.000	\$28.100	\$28.100			\$84.200
Route 7, Hackensack River (Wittpenn) Bridge, Contract 4 (DB# 075D)	DES			\$8.500								\$8.500
	CON							\$40.000	\$40.000	\$40.000	\$40.000	\$160.000
Route 9, Lakewood/Toms River, Widening (DB# 076C)	ERC							\$27.425	\$24.121	\$98.454		\$150.000
Readington - Tewksbury Transportation Improvement District, CR 523 (DB# 08342)	ERC	\$0.379										\$0.379
Route 1, Heathcote Brook Bridge (DB# 08357)	CON	\$4.000										\$4.000
Route 1&9, Pulaski Skyway Interim Repairs (DB# 08370)	ERC	\$50.000	\$50.000	\$50.000	\$50.000	\$10.000	\$10.000					\$220.000
Hillsborough Road and Homestead Road Bridges (DB# 08375)	CON		\$4.000									\$4.000
Livingston Pedestrian Streetscape (DB# 08376)	ERC	\$0.682										\$0.682

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Prospect Avenue Culvert, Summit (DB# 08377)	ERC	\$0.303										\$0.303
Elizabeth River Bicycle/Pedestrian Path (DB# 08378)	ERC	\$0.379										\$0.379
Laurel Avenue Bridge Replacement (DB# 08379)	LPD	\$0.758										\$0.758
Route 1&9, Pulaski Skyway Bridge Replacement (DB# 08388)	Tier2										1,600.000	\$4,600.000
Route 37, Tunney Bridge Westbound over Barnegat Bay (DB# 08391)	DES				\$4.000							\$4.000
	CON								\$40.000			\$40.000
Route 10, Route 53 Interchange (2L 3J) (DB# 089)	CON	\$11.860										\$11.860
Route 10, Commerce Boulevard Improvements (DB# 089A1)	Tier2											\$5.000
	Tier2		\$5.000									\$5.000
	CON				\$11.700							\$11.700
Route 17, Route 120 (Paterson Plank Road) to Garden State Parkway (DB# 103A)	FA	\$2.026	\$5.000									\$7.026
	PD			\$8.257								\$8.257
Route 17, North of Moonachie Road to Garden State Parkway (DB# 103A1)	DES			\$10.000								\$10.000
	ROW				\$40.000	\$40.000						\$80.000
	UTI					\$20.000						\$20.000
	CON						\$96.000	\$76.000				\$172.000
Route 18 Ext., Hoes Lane Extension to I-287 (3A) (DB# 115B)	CON		\$11.027	\$37.400								\$48.427
Route 27, Six Mile Run Bridge (3E) (DB# 146)	CON	\$4.800										\$4.800
Route 35, Matawan Creek to Laurence Harbor Parkway (DB# 177A)	ROW		\$2.500									\$2.500
	CON				\$13.320							\$13.320
Route 36, Highlands Bridge over Shrewsbury River (DB# 185)	CON	\$56.510	\$49.879									\$106.389
Route 46 and Route 15, Contract No. 038960701 (DB# 224)	CON	\$32.730	\$12.474									\$45.204

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<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Route 80, Truck Weigh Station, Eastbound, Knowlton Township (DB# 285A)	CON			\$13.244								\$13.244
Route 31/202, Flemington Circle (DB# 403B)	DES		\$0.400									\$0.400
	CON			\$2.500								\$2.500
Route 206, Waterloo/Brookwood Roads (CR 604) (DB# 407A)	Tier2	CON	\$9.871	\$16.000								\$25.871
Route 22, Garden State Parkway/Route 82 Interchange Improvements (DB# 658A)	Tier2	DES				\$0.500						\$0.500
	Tier2	ROW					\$0.500					\$0.500
	Tier2	CON						\$8.000				\$8.000
Route 22, Bloy Street to Liberty Avenue (DB# 658C)	DES			\$1.000								\$1.000
	ROW				\$1.300							\$1.300
	CON					\$7.500						\$7.500
Route 22, Hilldale Place/Broad Street (DB# 658E)	DES		\$0.750									\$0.750
	ROW			\$1.000								\$1.000
	CON					\$7.000						\$7.000
Route 206 Bypass, Belle Mead-Griggstown Road to Old Somerville Road (14A 15A) (DB# 779)	UTI	\$5.000										\$5.000
	CON			\$40.000	\$40.000	\$35.100						\$115.100
Route 206, Old Somerville Road to Brown Avenue (15N) (DB# 780)	Tier2	CON		\$35.600	\$36.000	\$36.000						\$107.600
Route 3, Passaic River Crossing (DB# 799)	CON		\$29.718	\$40.000	\$50.000	\$50.000	\$65.000					\$234.718
Route 3, Park Avenue Bridge Replacement (DB# 799B)	CON	\$18.130										\$18.130
Route 287, Truck Weigh Station, Bergen County (DB# 858)	DES					\$1.200						\$1.200
	ROW						\$2.000					\$2.000
	CON							\$10.000	\$9.120			\$19.120
Route 166, Toms River Twp., Highland Parkway to Old Freehold Road, operational improvements (DB# 9028)	UTI			\$1.100								\$1.100
	CON						\$10.157					\$10.157

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Route 46, Van Houten Avenue to Broad Street, Drainage Improvements (DB# 9029A)	DES					\$0.500						\$0.500
	ROW					\$0.200						\$0.200
	CON								\$4.100			\$4.100
Route 23, Sussex Borough Realignment & Papakating Creek Bridge (DB# 9044)	Tier2	CON	\$16.174	\$22.000								\$38.174
Route 31, Raritan Valley Line Bridge Replacement (8P) (DB# 9102)	CON		\$11.540									\$11.540
Route 31, Raritan Valley Line Bridge, Roadway Operational Improvements (DB# 9102A)	Tier2	CON		\$11.320								\$11.320
Route 46, Hollywood Avenue (DB# 9111B)	CON		\$8.416									\$8.416
Route 78, Edna Mahan Frontage Road (DB# 9137A)	DES		\$0.825									\$0.825
	CON				\$7.077							\$7.077
Route 21, Southbound Viaduct Chester Avenue (8) (DB# 9145)	DES			\$4.000								\$4.000
	ROW					\$10.000	\$5.000					\$15.000
	CON							\$30.000	\$29.500			\$59.500
Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (DB# 9147A)	DES						\$1.345					\$1.345
	ROW							\$2.635				\$2.635
	CON								\$26.915			\$26.915
Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (DB# 9147C)	DES					\$1.245						\$1.245
	ROW						\$0.800					\$0.800
	CON							\$18.753	\$19.000			\$37.753
Route 35, Restoration, Mantoloking to Point Pleasant (MP 9 - 12.5) (DB# 9147D)	CON			\$13.167								\$13.167
Route 130, Adams Lane (16) (DB# 9155)	CON			\$7.540								\$7.540
Route 22, Park Avenue/Bonnie Burn Road (DB# 9189)	CON		\$12.037									\$12.037

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PROJECT	Phase	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY09-18
Route 34, Amboy Road/Morristown Road (5) (DB# 9227)												
	Tier2	DES				\$0.800						\$0.800
	Tier2	ROW					\$0.350					\$0.350
	Tier2	CON							\$4.748			\$4.748
Route 46, Passaic Avenue to Willowbrook Mall (DB# 9233B3)												
		CON	\$5.742									\$5.742
Route 23/80, Long-term Interchange Improvements (DB# 9233B6)												
		PD	\$1.000									\$1.000
	Tier2	DES		\$1.500								\$1.500
	Tier2	ROW			\$0.500							\$0.500
	Tier2	CON				\$23.000	\$23.000					\$46.000
Route 1, North of Ryders Lane to south of Milltown Road (6V) (DB# 9239)												
		CON	\$19.700									\$19.700
Route 1&9, NYS&W RR Bridge (23) (DB# 9240)												
		CON		\$14.500	\$15.700							\$30.200
Route 202/206, Local Improvements (DB# 93121A)												
	Tier2	DES				\$1.500						\$1.500
	Tier2	ROW					\$6.000					\$6.000
	Tier2	CON							\$20.110			\$20.110
Route 1, Widening (DB# 93146)												
		CD	\$2.000									\$2.000
		FA		\$4.477								\$4.477
		DES				\$25.000						\$25.000
		ROW					\$25.000	\$25.000				\$50.000
		UTI						\$25.000				\$25.000
		CON							\$137.500	\$112.500		\$250.000
Route 22, Crab Brook, Drainage Improvements (DB# 93151)												
	Tier2	DES								\$0.200		\$0.200
	Tier2	ROW								\$0.500		\$0.500
	Tier2	CON								\$4.000		\$4.000
Route 17, Railroad Avenue, Drainage Improvements (DB# 93174)												
		DES	\$0.330									\$0.330
		ROW	\$0.320									\$0.320
		CON			\$1.930							\$1.930

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<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Route 7, Kearny, Drainage Improvements (DB# 93186)												
	DES				\$1.000							\$1.000
	ROW					\$0.500						\$0.500
	CON						\$7.000					\$7.000
Route 22, Mountain Avenue, Drainage Improvements (DB# 93211)												
	CON				\$1.192							\$1.192
Route 21 Fwy., Park Avenue Interchange, Safety Improvements (DB# 93221B)												
	CON	\$1.860										\$1.860
Route 27, Oak Tree Road/Green Street, Intersection Improvements (DB# 93227B)												
	DES	\$1.200										\$1.200
	ROW		\$0.500									\$0.500
	CON				\$4.180							\$4.180
Route 27, Wood Avenue (DB# 93227C)												
	ROW		\$3.600									\$3.600
	CON				\$12.000							\$12.000
Tremley Point Access Local Roadway Improvements (DB# 9324A)												
	ERC	\$38.389	\$32.500	\$16.250								\$87.139
Route 36, Many Mind Creek/Wagner Creek, Drainage Improvements (DB# 93252)												
	Tier2	DES								\$0.300		\$0.300
	Tier2	ROW								\$0.200		\$0.200
	Tier2	CON								\$2.900		\$2.900
Morris Avenue Bridge over Morristown Line (DB# 93259)												
	DES	\$0.800										\$0.800
	ROW	\$0.520										\$0.520
	CON			\$7.750								\$7.750
Route 72, Ship Bottom (DB# 93265)												
	Tier2	DES				\$1.250						\$1.250
	Tier2	ROW					\$1.500					\$1.500
	Tier2	CON						\$12.400				\$12.400
Route 9, Pohatcong Lake Dam (DB# 93270)												
	CON		\$10.786									\$10.786
Route 46, Main Street, Lodi (DB# 93281)												
	CON	\$15.713	\$14.639									\$30.352
Route 46, Little Ferry Circle, Operational and Safety Improvements (DB# 93287)												
	CON		\$13.700									\$13.700

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Route 46, Main Street to Vicinity of Frederick Place, Safety Improvements (DB# 93287A)												
	DES		\$0.750									\$0.750
	ROW			\$1.500								\$1.500
	CON					\$5.500						\$5.500
Route 18, Interchange of CRs 516/527 (DB# 9394)												
	CON	\$10.000										\$10.000
Route 80, Noise Barriers, Parsippany-Troy Hills to Fairfield, Baldwin Road to Passaic River (DB# 94004)												
	Tier2	DES	\$0.800									\$0.800
	Tier2	ROW	\$0.200									\$0.200
	Tier2	CON		\$13.000								\$13.000
Route 78, Noise Barriers, Somerset County, I-287 to Plainfield Avenue (DB# 94009)												
	Tier2	DES	\$0.600									\$0.600
	Tier2	CON			\$6.000							\$6.000
Route 9, Westecunk Creek Bridge (34) (DB# 94022)												
	CON		\$4.572									\$4.572
Route 5, Rock Slope Stabilization (DB# 94032)												
	DES	\$0.750										\$0.750
	ROW	\$0.150										\$0.150
	CON			\$1.037								\$1.037
Route 206, Main Street, Chester, intersection improvements (CR 513) (DB# 94044)												
	CON	\$12.300										\$12.300
Route 1&9, Haynes Ave. Operational Improvements (DB# 94047)												
	CON			\$13.950								\$13.950
EWR Southern Access Roadway (DB# 94047A)												
	Tier2	CON			\$10.000							\$10.000
Route 206, CSX Bridge Replacement (DB# 94059)												
	CON		\$18.650									\$18.650
Route 206, Crusers Brook Bridge (41) (DB# 94060)												
	DES	\$1.000										\$1.000
	CON			\$6.451								\$6.451
Route 72, East Road (DB# 94071A)												
	CON		\$11.510									\$11.510
Route 35/36, Eatontown (DB# 95062)												
	CON	\$4.230										\$4.230

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Route 183/46, NJ TRANSIT Bridge/Netcong Circle (DB# 95077)												
	CON		\$18.138									\$18.138
Route 27, South Plainfield Branch (Lake Avenue Bridge) (DB# 95102)												
	ROW	\$0.300										\$0.300
	CON		\$7.444									\$7.444
Route 9, Green Street Interchange, Woodbridge (DB# 95115)												
	CON			\$23.470								\$23.470
Route 22, Liberty Avenue & Conrail Bridge (DB# 95116)												
	CON			\$16.000	\$15.874							\$31.874
Route 9, Bay Avenue/Cedar Street, Drainage Improvements (DB# 96019)												
	Tier2	DES									\$0.750	\$0.750
	Tier2	CON									\$4.300	\$4.300
Route 23, Hardyston Twp., Silver Grove Road to Holland Mountain Road (DB# 96039)												
	CON	\$4.822										\$4.822
Route 34, Colts Neck, Intersection Improvements (CR 537) (DB# 96040)												
	FA	\$0.245										\$0.245
Portway, Fish House Road/Pennsylvania Avenue, CR 659 (DB# 97005B)												
	DES	\$1.000										\$1.000
	ROW		\$2.800									\$2.800
	CON				\$7.500							\$7.500
Route 1&9T, Extension (DB# 97005C)												
	Tier2	DES	\$3.000									\$3.000
	Tier2	ROW		\$9.100	\$9.100							\$18.200
	Tier2	CON				\$28.834	\$28.833					\$57.667
Portway, Passaic River Crossing (DB# 97005D)												
	Tier2	PD	\$6.000	\$6.000	\$6.000							\$18.000
	Tier2	DES				\$6.000	\$6.000	\$6.000				\$18.000
	Tier2	ROW				\$10.000	\$5.000	\$5.000				\$20.000
	Tier2	CON							\$150.000	\$150.000	\$150.000	\$450.000
Route 1&9T, Secaucus Road to Little Ferry (DB# 97005E)												
	Tier2	DES		\$3.000								\$3.000
	Tier2	ROW			\$10.000							\$10.000
	Tier2	CON					\$35.500	\$35.500				\$71.000
Route 57, Corridor Scenic Preservation (DB# 97062A)												
	ERC	\$0.100		\$0.100		\$0.100		\$0.100		\$0.100		\$0.500

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Route 57, CR 519 Intersection Improvement (DB# 97062B)												
	DES		\$1.000									\$1.000
	ROW			\$0.500								\$0.500
	CON						\$8.650					\$8.650
Route 9, Craig Road/East Freehold Road, Intersection Improvements (DB# 97071)												
	DES	\$1.000										\$1.000
	ROW		\$2.000									\$2.000
	CON				\$10.750							\$10.750
Route 27, Renaissance 2000, Bennetts Lane to Somerset Street (DB# 97079)												
	ROW	\$1.700										\$1.700
	CON		\$8.624									\$8.624
Route 9, Lacey Road Intersection Improvements (DB# 97080A)												
	CON			\$6.000								\$6.000
Route 9, Lacey Road to South Street (DB# 97080F)												
	Tier2	DES				\$1.000						\$1.000
	Tier2	ROW					\$2.000					\$2.000
	Tier2	CON						\$6.500				\$6.500
Route 9, Ocean Gate Drive/Korman Road, Intersection Improvements (DB# 97080J)												
	Tier2	DES				\$0.750						\$0.750
	Tier2	ROW					\$1.000					\$1.000
	Tier2	CON						\$7.300				\$7.300
Route 46, Main Street, Netcong (DB# 97115)												
	CON	\$3.845										\$3.845
Route 10/202, NJ 53 to Johnson Road, Operational Improvements (DB# 98338C)												
	Tier2	DES				\$0.900						\$0.900
	Tier2	ROW					\$2.900					\$2.900
	Tier2	CON						\$10.000				\$10.000
Bloomfield Avenue Bridge over Montclair Line (DB# 98342)												
	CON	\$5.920										\$5.920
Route 46, Broad Street Bridge Replacement and Operational Improvements (DB# 98364)												
	CON	\$5.125										\$5.125
Route 22, Rockaway Creek, Drainage Improvements (DB# 98404)												
	DES							\$0.300				\$0.300
	ROW							\$0.090				\$0.090
	CON								\$2.772			\$2.772

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Route 287, Stelton Avenue to South of I-78, Resurfacing (DB# 98438)	CON		\$20.900									\$20.900
Clifton Avenue/Nesbitt Street Bridges over Morristown Line (DB# 98523)	CON	\$14.575										\$14.575
Prospect Street Bridge over Morristown Line, CR 513 (DB# 98528)	DES	\$1.200										\$1.200
	CON		\$3.400									\$3.400
Bergen Arches through Jersey City Palisades (DB# 98537)	LFA	\$1.000										\$1.000
	LPD			\$12.406	\$12.406							\$24.812
Route 35, Eatontown Borough Intersection Improvements (DB# 98539A)	FA	\$0.574										\$0.574
Route 35, Shrewsbury Borough Intersection Improvements (DB# 98539C)	PD	\$1.000										\$1.000
	DES		\$1.200									\$1.200
	ROW			\$1.000								\$1.000
	CON						\$8.000					\$8.000
Route 21, Newark Waterfront Community Access (DB# 98540)	PD	\$5.498										\$5.498
Route 21, Newark Arena Pedestrian Access Study (DB# 98540A)	DES		\$0.100									\$0.100
	CON			\$1.000								\$1.000
Route 22, Chimney Rock Road Interchange Improvements (DB# 98542)	CON	\$23.690	\$10.000									\$33.690
Route 78, Garden State Parkway, Interchange 142 (DB# 98545)	CON	\$40.188	\$60.611	\$27.321								\$128.120
Market Street/Essex Street/Rochelle Avenue (DB# 98546)	CON	\$3.844										\$3.844
Carteret Industrial Road (DB# 98547)	ERC	\$2.075										\$2.075
Secaucus Connector (DB# 98552)	LFA	\$3.588										\$3.588

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Oak Tree Road Bridge, CR 604 (DB# 99316)												
	DES			\$0.500								\$0.500
	ROW				\$1.000							\$1.000
	CON					\$10.000						\$10.000
Route 440, High Street Connector (DB# 99379)												
	ERC	\$0.500	\$0.500	\$0.500	\$0.500							\$2.000
Route 21, Newark Needs Analysis, Murray Street to Edison Place (DB# 99381)												
	Tier2	DES					\$10.500					\$10.500
	Tier2	ROW						\$13.000	\$13.000	\$13.500		\$39.500
	Tier2	CON									\$115.000	\$115.000
Camp Meeting Avenue Bridge over Trenton Line, CR 602 (DB# 99405)												
	DES			\$0.750								\$0.750
	ROW				\$0.500							\$0.500
	CON					\$5.000						\$5.000
Route 3, Hackensack River (eastbound and westbound) Rehabilitation (DB# 99417)												
	CON			\$25.000	\$25.000							\$50.000
Route 71, Wyckoff Road, CR 547 (DB# HP01001)												
	Tier2	DES				\$0.460						\$0.460
	Tier2	ROW					\$0.200					\$0.200
	Tier2	CON							\$2.221			\$2.221
Halls Mill Road (DB# HP01002)												
	DES	\$0.700										\$0.700
	ROW	\$1.000										\$1.000
	CON		\$7.500									\$7.500
School Road East (DB# HP01009)												
	CON	\$1.197										\$1.197
CARGOMATE (DB# HP01015)												
	ERC	\$0.750										\$0.750
Sussex Turnpike, CR 617 (DB# L070)												
	ROW		\$0.250									\$0.250
	CON					\$6.500						\$6.500
Central Avenue, Roadway Resurfacing and Improvements (DB# N0409)												
	CON	\$6.000										\$6.000
NJTPA, Future Projects (DB# N063)												
	ERC	\$3.076	\$1.051	\$0.645	\$0.455	\$0.580	\$25.948	\$20.355	\$49.505	\$68.355	\$68.355	\$238.325

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Paterson Hamburg Turnpike Over Pequannock River (DB# N9910)												
	CON	\$3.400										\$3.400
Long Valley Safety Project (DB# NP0301)												
	LPD	\$0.758										\$0.758
County Route 515, Vernon Township, Phases II, III, IV (DB# NS0002)												
	DES	\$2.000										\$2.000
	ROW			\$1.250								\$1.250
	CON					\$4.250	\$9.000					\$13.250
West Front Street Bridge (S-17) over Swimming River, CR 10 (DB# NS0006)												
	ROW		\$1.000									\$1.000
	CON				\$10.000							\$10.000
Reformatory Road Bridge (C-88) over Beaver Brook (DB# NS0010)												
	CON	\$1.500										\$1.500
South Orange Avenue, traffic, operational and roadway improvements, CR 510 (DB# NS0102)												
	DES	\$1.000										\$1.000
	CON			\$18.670								\$18.670
JFK Boulevard/32nd Street Pedestrian Crossing (DB# NS0103)												
	ROW	\$0.250										\$0.250
	CON		\$4.000									\$4.000
Rockafellows Mill Road Bridge over South Branch of Raritan River (RQ-164) (DB# NS0105)												
	CON	\$1.175										\$1.175
Eighth Street Bridge (DB# NS0109)												
	DES	\$0.600										\$0.600
	ROW			\$0.800								\$0.800
	CON					\$7.550						\$7.550
Berkshire Valley Road Bridge over Rockaway River (DB# NS0206)												
	ROW	\$0.290										\$0.290
	CON		\$2.800									\$2.800
Rosemont-Raven Rock Road Bridge over Lockatong Creek (DB# NS0209)												
	DES	\$0.280										\$0.280
	CON		\$1.250									\$1.250
Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513) (DB# NS0309)												
	LPD	\$0.758										\$0.758
14th Street Viaduct (DB# NS0311)												
	CON	\$10.500	\$12.500	\$22.000								\$45.000

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(\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Garden State Parkway Interchange 91 Improvements and Burnt Tavern Road (DB# NS0414)												
	ROW		\$4.000									\$4.000
	CON				\$10.100	\$16.100						\$26.200
Middle Valley Road Bridge over South Branch of Raritan River (DB# NS0503)												
	DES	\$0.430										\$0.430
	ROW			\$0.275								\$0.275
	CON					\$3.400						\$3.400
County Route 517, Route 23 to Route 94 (DB# NS0505)												
	DES	\$3.000										\$3.000
	ROW			\$4.000								\$4.000
	CON					\$6.500		\$13.000				\$19.500
Stirling Road (CR 527 & 531), Bridge over West Branch of the Stony Brook (DB# NS0603)												
	CON	\$2.500										\$2.500
Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek (DB# NS9306)												
	DES	\$3.000										\$3.000
	ROW			\$1.000								\$1.000
	CON					\$10.000	\$10.000					\$20.000
Cemetery Road Bridge over Pequest River (DB# NS9314)												
	ROW	\$0.600										\$0.600
	CON		\$1.760									\$1.760
Route 17, East Passaic Street												
	Tier2 ROW	\$5.000	\$5.000									\$10.000
	Tier2 CON			\$10.000	\$18.500							\$28.500
Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A (DB# NS9603)												
	DES		\$5.000									\$5.000
	ROW				\$3.000							\$3.000
	CON						\$13.250	\$25.000	\$12.250			\$50.500
Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River (DB# NS9606)												
	DES	\$0.800										\$0.800
	ROW		\$0.200									\$0.200
	CON				\$8.000	\$2.000						\$10.000
West Brook Road Bridge over Wanaque Reservoir (DB# NS9607)												
	DES	\$1.100										\$1.100
	ROW		\$0.050									\$0.050
	CON			\$9.600	\$9.500							\$19.100

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Milford-Warren Glen Road, CR 519 (DB# NS9703)												
	ROW	\$0.250										\$0.250
	CON		\$4.700									\$4.700
Bordentown Avenue/Ernston Road, Intersection Improvements, CR 615, 673 (DB# NS9705)												
	CON	\$8.706										\$8.706
Landing Road Bridge Over Morristown Line, CR 631 (DB# NS9708)												
	DES	\$0.800										\$0.800
	ROW			\$0.750								\$0.750
	CON					\$6.575						\$6.575
Two Bridges Road Bridge and West Belt Extension (DB# NS9801)												
	DES			\$1.600								\$1.600
	ROW					\$1.400						\$1.400
	CON							\$10.000	\$6.600			\$16.600
Openaki Road Bridge (DB# NS9802)												
	DES		\$0.625									\$0.625
	ROW			\$0.375								\$0.375
	CON				\$4.500							\$4.500
NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path (DB# NS9803)												
	ROW		\$2.000									\$2.000
	CON				\$7.500							\$7.500
White Bridge Road Bridge (DB# NS9805)												
	ROW	\$0.125										\$0.125
	CON		\$1.600									\$1.600
Church Street Bridge, CR 579 (DB# NS9806)												
	DES	\$0.525										\$0.525
	ROW		\$0.400									\$0.400
	CON				\$3.800							\$3.800
Berkeley Avenue Bridge (DB# NS9810)												
	ROW	\$0.200										\$0.200
	CON		\$3.000									\$3.000
McClellan Street Underpass (DB# NS9812)												
	DES	\$1.150										\$1.150
	ROW			\$0.600								\$0.600
	CON				\$11.500							\$11.500

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Wertsville Road Bridge (E-174) over Tributary of Back Brook, CR 602 (DB# NS9906)												
	ROW	\$0.200										\$0.200
	CON		\$3.400									\$3.400
Wertsville Road Bridge (E-166) over Back Brook, CR 602 (DB# NS9907)												
	CON	\$3.100										\$3.100
Newburgh Road Bridge over Musconetcong River (DB# NS9909)												
	DES	\$0.425										\$0.425
	ROW		\$0.250									\$0.250
	CON					\$3.500						\$3.500
Sussex County Route 605 Connector (DB# NS9911)												
	LPD	\$0.160										\$0.160
Sandy Hook Multi-Use Pathway, Phase 2 (DB# PL0201)												
	ERC	\$0.226										\$0.226
TRANSCOM Traffic and Incident Management (DB# X125)												
	EC	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$9.000
Sign Structure Replacement Contract 2007-1 (DB# X239A4)												
	CON	\$11.950										\$11.950
Local County Aid, NJTPA (DB# X41B1)												
	ERC	\$53.856	\$53.856	\$53.856	\$53.856	\$53.856	\$53.856	\$53.856	\$53.856	\$53.856	\$53.856	\$538.560
TMA-NJTPA (DB# X43K)												
	EC	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$40.000
NJTPA Project Development (DB# X80A)												
	LPD	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Local Municipal Aid, NJTPA (DB# X98B1)												
	ERC	\$53.847	\$53.847	\$53.847	\$53.847	\$53.847	\$53.847	\$53.847	\$53.847	\$53.847	\$53.847	\$538.470
Traffic Operations Center (North) (DB# X99)												
	EC	\$6.950	\$6.950	\$6.950	\$6.950	\$6.950	\$6.950	\$6.950	\$6.950	\$6.950	\$6.950	\$69.500

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<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Route 54, Route 322 to Cape May Point Branch Bridge (DB# 01339)												
	DES	\$1.800										\$1.800
	ROW	\$0.500										\$0.500
	CON					\$17.200	\$17.200					\$34.400
Route 47, Linda Lane/Burleigh Avenue, Drainage Improvements (DB# 02360)												
	Tier2	DES									\$0.300	\$0.300
	Tier2	ROW									\$0.150	\$0.150
	Tier2	CON									\$1.600	\$1.600
Route 322 over Big Ditch, Superstructure Replacement (DB# 03304C)												
	Tier2	CON	\$3.400									\$3.400
Route 30, 5th to 8th Terrace East, Drainage Improvements (DB# 04317)												
	Tier2	DES	\$0.977									\$0.977
	Tier2	ROW	\$0.100									\$0.100
	Tier2	CON		\$13.634								\$13.634
Route 30, Absecon Boulevard over Beach Thorofare (DB# 06370)												
	DES		\$1.600									\$1.600
	CON				\$18.100							\$18.100
Route 295, Northbound, South of Route 130 to South of Pedricktown-Woodstown Road, Resurfacing (DB# 06414)												
	CON	\$7.800										\$7.800
Atlantic City Expressway Interchange 17 - Route 50 (DB# 08340)												
	CON	\$9.000										\$9.000
Atlantic City International Airport, Apron Expansion (DB# 08350)												
	CON	\$6.753										\$6.753
Route 49/55, Interchange Improvements at Route 55 (DB# 2149H)												
	CON		\$15.169									\$15.169
Route 50, Tuckahoe River Bridge (2E 3B) (DB# 242)												
	CON			\$12.600								\$12.600
Route 52, Causeway Replacement, Contract A (DB# 244)												
	CON	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$134.100
Route 52, Causeway Replacement and Somers Point Circle Elimination, Contract B (DB# 244A)												
	CON	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$300.000
Route 45, Kettles Run, Drainage Improvements (DB# 93198)												
	Tier2	DES									\$0.300	\$0.300
	Tier2	ROW									\$0.150	\$0.150
	Tier2	CON									\$4.450	\$4.450

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Route 130, Hollywood Avenue (CR 618) (DB# 93216)												
	DES		\$1.000									\$1.000
	ROW			\$1.000								\$1.000
	CON				\$5.000							\$5.000
Route 9, Breakwater Road Extension (CR 613) (DB# 9351)												
	CON		\$7.600									\$7.600
Route 49, Buckshutem Road, Intersection Improvements (CR 670) (DB# 95017)												
	Tier2 DES		\$0.900									\$0.900
	Tier2 ROW			\$2.010								\$2.010
	Tier2 CON					\$5.510						\$5.510
Route 9, Bennett's Crossing, Intersection Improvements (DB# 95043)												
	CON		\$8.512									\$8.512
Route 30, Pomona Road (CR 575) (DB# 96022)												
	CON		\$8.700									\$8.700
Tuckahoe Road NJT Bridge (AKA Jim Lee Crossing), Cape May Branch Rail Line, CR 557 (DB# 98516)												
	Tier2 DES	\$1.200										\$1.200
	Tier2 ROW	\$0.050										\$0.050
	Tier2 CON		\$4.815									\$4.815
Garden State Parkway Interchange Improvements in Cape May (DB# 98543)												
	DES		\$1.800									\$1.800
	ROW		\$3.000									\$3.000
	CON			\$9.300	\$32.000	\$33.000						\$74.300
Middle Thorofare, Mill Creek, Upper Thorofare Bridges, CR 621 (DB# S0002)												
	LPD	\$1.515										\$1.515
Sea Isle Boulevard, Section II, Garden State Parkway to Ludlams Thorofare, CR 625 (DB# S0009)												
	CON		\$5.700	\$2.200								\$7.900
Route 9, Northfield Sidewalk Replacement (DB# S0103A)												
	DES		\$0.700									\$0.700
	ROW			\$0.500								\$0.500
	CON				\$2.800							\$2.800
SJTPO, Future Projects (DB# S044)												
	ERC	\$7.925	\$4.225	\$6.225	\$7.925	\$9.925	\$9.925	\$9.925	\$9.925	\$9.925	\$9.925	\$85.850
Almond Road (CR 540), Centerton Road to the Maurice River, Resurfacing (DB# S0706)												
	CON			\$1.500	\$2.000							\$3.500

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Airport Circle Elimination, CR 563, 646 (DB# S9820)	CON	\$2.758										\$2.758
Local County Aid, SJTPO (DB# X41A1)	ERC	\$9.554	\$9.554	\$9.554	\$9.554	\$9.554	\$9.554	\$9.554	\$9.554	\$9.554	\$9.554	\$95.540
Local Municipal Aid, SJTPO (DB# X98A1)	ERC	\$6.199	\$6.199	\$6.199	\$6.199	\$6.199	\$6.199	\$6.199	\$6.199	\$6.199	\$6.199	\$61.990

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Ferry Program (DB# 00377)	ERC	\$10.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$55.000
Maritime Transportation System (DB# 01309)	EC	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Transit Village Program (DB# 01316)	EC	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Dams, Betterments (DB# 01335)	EC	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$3.000
National Boating Infrastructure Grant Program (DB# 01342)	EC	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$16.000
Congestion Relief, Operational Improvements (Fast Move Program) (DB# 02378)	EC	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$50.000
Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program) (DB# 02379)	ERC	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$40.000
Transportation and Community System Preservation Program (DB# 02393)	ERC	\$5.800										\$5.800
Bridge Deck Replacement Program (DB# 03304)	DES	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$50.000
	EC	\$35.000	\$38.000	\$40.000	\$45.000	\$45.000	\$45.000	\$45.000	\$45.000	\$45.000	\$45.000	\$428.000
Intelligent Transportation Systems (DB# 03305)	ERC	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Environmental Document Development (DB# 03309)	PD	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$2.000
Median Crossover Crash Prevention Program, Contract No. 9 (DB# 03316)	EC	\$7.000	\$7.000									\$14.000
Asbestos Surveys and Abatements (DB# 04311)	DES	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000
State Police Safety Patrols (DB# 04312)	EC	\$2.000		\$2.000		\$2.000		\$2.000		\$2.000		\$10.000
Safe Corridors Program (DB# 04313)	ERC	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$15.300	\$17.500	\$17.500	\$17.500	\$17.500	\$97.800
Local Safety/ High Risk Rural Roads Program (DB# 04314)	ERC	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$50.000
Traffic Signal Timing and Optimization (DB# 04320)	EC	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$17.000

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Electrical Load Center Replacement, Statewide (DB# 04324)	ERC	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$25.000
Rutgers Transportation Safety Resource Center (TSRC) (DB# 04364)	EC	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$13.000
Construction Program IT System (TRNS.PORT) (DB# 05304)	EC	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$7.500
Right of Way Database/Document Management System (DB# 05339)	EC	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000
Right of Way Full-Service Consultant Term Agreements (DB# 05340)	ROW	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$3.000
Project Enhancements (DB# 05341)	EC	\$0.200	\$0.200	\$0.185	\$0.185	\$0.185	\$0.185	\$0.185	\$0.185	\$0.185	\$0.185	\$1.880
Design, Geotechnical Engineering Tasks (DB# 05342)	DES		\$0.300		\$0.300		\$0.300		\$0.300		\$0.300	\$1.500
Statewide Traffic Management/Information Program (DB# 06324)	EC	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$40.000
Local Scoping Support (DB# 06326)	PD	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$7.500
Local Aid Grant Management System (DB# 06327)	EC	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000
Bridge Deck Patching Program (DB# 06385)	EC	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$50.000
Pedestrian Safety Corridor Program (DB# 06401)	EC	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$5.000
Safe Streets to Transit Program (DB# 06402)	EC	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000
Pedestrian Safety Improvement Design and Construction (DB# 06403)	ERC	\$7.400		\$3.900	\$3.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$74.300
Minority and Women Workforce Training Set Aside (DB# 07332)	EC	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$8.000
Community Notification of Construction Projects (DB# 07339)	EC	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000
Bridge Replacement, Future Projects (DB# 08381)	ERC				\$17.928	\$63.000	\$50.000	\$30.552	\$36.489	\$296.406	\$341.652	\$836.027

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Local Bridges, Future Needs (DB# 08387)	ERC	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$250.000
Bridge, Emergency Repair (DB# 98315)	EC	\$25.000	\$27.600	\$30.000	\$31.500	\$33.100	\$34.800	\$36.600	\$38.500	\$40.500	\$42.500	\$340.100
Bridge Scour Countermeasures (DB# 98316)	ERC	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$55.000
Capital Contract Payment Audits (DB# 98319)	EC	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$15.000
Intersection Improvement Program (DB# 98333)	ERC	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$7.350	\$16.000	\$16.000	\$16.000	\$16.000	\$76.350
Project Development, Preliminary Design (DB# 99321)	PD	\$13.500	\$13.500	\$13.500	\$13.500	\$13.500	\$13.500	\$13.500	\$13.500	\$13.500	\$13.500	\$135.000
Culvert Inspection Program, State-owned Structures (DB# 99322)	EC	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$8.000
Culvert Inspection Program, Locally-owned Structures (DB# 99322A)	EC	\$2.700	\$2.700	\$2.700	\$2.700	\$2.700	\$2.700	\$2.700	\$2.700	\$2.700	\$2.700	\$27.000
Resurfacing, Federal (DB# 99327A)	DES	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$70.000
	CON					\$25.870	\$92.991	\$75.158	\$64.810	\$100.786	\$116.000	\$475.615
Safe Routes to School Program (DB# 99358)	ERC	\$5.013	\$5.013	\$5.013	\$5.013	\$5.013	\$5.013	\$5.013	\$5.013	\$5.013	\$5.013	\$50.130
Orphan Bridge Reconstruction (DB# 99372)	EC	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$40.000
Recreational Trails Program (DB# 99409)	ERC	\$1.296	\$1.296	\$1.296	\$1.296	\$1.296	\$1.296	\$1.296	\$1.296	\$1.296	\$1.296	\$12.960
Airport Improvement Program (DB# X02)	ERC	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$70.000
Restriping Program & Line Reflectivity Management System (DB# X03A)	EC	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$120.000
Resurfacing Program (DB# X03E)	EC	\$70.000	\$70.000	\$70.000	\$62.380	\$61.380	\$67.037	\$70.000	\$70.000	\$83.299	\$70.000	\$694.096
Local CMAQ Initiatives (DB# X065)	EC	\$4.820	\$4.820	\$4.820	\$4.820	\$4.820	\$4.820	\$4.820	\$4.820	\$4.820	\$4.820	\$48.200
Bridge Inspection, State NBIS Bridges (DB# X07A)	EC	\$11.500	\$11.600	\$12.420	\$12.530	\$13.410	\$13.530	\$14.490	\$14.610	\$15.650	\$15.780	\$135.520

Statewide FY2009-2018 Draft Program - New Jersey Department of Transportation

(\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Bridge Inspection, Local Bridges (DB# X07E)	EC	\$7.700	\$6.050	\$8.310	\$6.540	\$8.980	\$7.050	\$9.690	\$7.630	\$10.470	\$8.220	\$80.640
Bridge Painting Program (DB# X08)	EC	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$170.000
Program implementation costs, NJDOT (DB# X10)	EC	\$107.020	\$111.301	\$115.752	\$118.200	\$123.100	\$128.200	\$133.500	\$138.900	\$144.700	\$150.700	\$1,271.373
Underground Exploration for Utility Facilities (DB# X101)	EC	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$2.000
Design, Emerging Projects (DB# X106)	DES	\$6.600	\$6.600	\$6.600	\$6.600	\$6.600	\$6.600	\$6.600	\$6.600	\$6.600	\$6.600	\$66.000
Transportation Enhancements (DB# X107)	ERC	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$100.000
Unanticipated Design, Right of Way and Construction Expenses, State (DB# X11)	ERC	\$20.822	\$34.420	\$38.360	\$25.000	\$20.872	\$27.928	\$29.254	\$34.500	\$17.191	\$20.825	\$269.172
Advance Acquisition of Right of Way (DB# X12)	ROW	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000
University Transportation Research Technology (DB# X126)	EC	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Pre-Apprenticeship Training Program for Minorities and Females (DB# X135)	EC	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$5.000
Legal Costs for Right of Way Condemnation (DB# X137)	EC	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$16.000
Planning and Research, State (DB# X140)	PLS	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$30.000
DBE Supportive Services Program (DB# X142)	EC	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$5.000
Regional Action Program (DB# X144)	EC	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000
Electrical and Signal Safety Engineering Program (DB# X147)	EC		\$0.100		\$0.100		\$0.100		\$0.100		\$0.100	\$0.500
Equipment Purchase (Vehicles, Construction, Safety) (DB# X15)	EC	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$100.000
State Police Enforcement and Safety Services (DB# X150)	EC	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$100.000

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(\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Interstate Service Facilities (DB# X151)	EC	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000
Rockfall Mitigation (DB# X152)	ERC	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Drainage Rehabilitation and Maintenance, State (DB# X154)	EC	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$30.000
Drainage Rehabilitation & Improvements (DB# X154D)	EC	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Local Aid for Centers of Place (DB# X161)	EC	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000
Construction Inspection (DB# X180)	EC	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$60.000
Utility Reconnaissance and Relocation (DB# X182)	EC	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$40.000
Bicycle & Pedestrian Facilities/Accommodations (DB# X185)	ERC	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$70.000
Local Aid, Infrastructure Fund (DB# X186)	ERC	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500	\$175.000
Smart Growth Initiatives (DB# X186A)	EC	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$5.000
Clean Cities Program (DB# X190)	EC	\$0.250		\$0.250		\$0.250		\$0.250		\$0.250		\$1.250
Maintenance & Fleet Management System (DB# X196)	EC	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000
Disadvantaged Business Enterprise (DB# X197)	EC	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000
Youth Employment and TRAC Programs (DB# X199)	EC	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$2.500
New Jersey Scenic Byways Program (DB# X200C)	ERC	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$5.000
Statewide Incident Management Program (DB# X230)	EC	\$7.900	\$7.900	\$7.900	\$7.900	\$7.900	\$7.900	\$7.900	\$7.900	\$7.900	\$7.900	\$79.000
Motor Vehicle Crash Record Processing (DB# X233)	EC	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$40.000

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(\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Historic Bridge Preservation Program (DB# X236)	CON	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000
Sign Structure Inspection Program (DB# X239)	EC	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$12.000
Sign Structure Rehabilitation Program (DB# X239A)	DES	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000
	CON		\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$18.000
Electrical Facilities (DB# X241)	EC	\$1.750	\$1.750	\$1.750	\$1.750	\$1.750	\$1.750	\$1.750	\$1.750	\$1.750	\$1.750	\$17.500
Accident Reduction Program (DB# X242)	EC	\$4.850	\$4.850	\$4.850	\$4.850	\$4.850	\$4.850	\$4.850	\$4.850	\$4.850	\$4.850	\$48.500
Training and Employee Development (DB# X244)	EC	\$1.800	\$1.800	\$1.800	\$1.800	\$1.800	\$1.800	\$1.800	\$1.800	\$1.800	\$1.800	\$18.000
Park and Ride/Transportation Demand Management Program (DB# X28B)	EC	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$90.000
Physical Plant (DB# X29)	ERC	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$65.000
Planning and Research, Federal-Aid (DB# X30)	PLS	\$19.638	\$19.638	\$19.638	\$19.638	\$19.638	\$19.638	\$19.638	\$19.638	\$19.638	\$19.638	\$196.380
Metropolitan Planning (DB# X30A)	PLS	\$17.990	\$17.990	\$17.990	\$17.830	\$17.630	\$17.630	\$17.990	\$17.990	\$17.990	\$17.990	\$179.020
Project Development, Feasibility Assessment (DB# X32)	FA	\$11.250	\$11.250	\$11.250	\$11.250	\$11.250	\$11.250	\$11.250	\$11.250	\$11.250	\$11.250	\$112.500
Freight Program (DB# X34)	EC	\$12.628	\$12.500	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$105.128
Rail-Highway Grade Crossing Program, State (DB# X35A)	CON	\$2.200	\$2.200	\$2.200	\$2.200	\$2.200	\$2.200	\$2.200	\$2.200	\$2.200	\$2.200	\$22.000
Rail-Highway Grade Crossing Program, Federal (DB# X35A1)	EC	\$5.750	\$5.750	\$5.750	\$5.750	\$5.750	\$5.750	\$6.250	\$5.750	\$5.750	\$5.750	\$58.000
Signs Program, Statewide (DB# X39)	EC	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Transportation Demand Management Program Support (DB# X43)	PLS	\$0.230	\$0.230	\$0.230	\$0.230	\$0.230	\$0.230	\$0.230	\$0.230	\$0.230	\$0.230	\$2.300
Traffic Signal Replacement (DB# X47)	EC	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$80.000

Statewide **FY2009-2018 Draft Program - New Jersey Department of Transportation**
 (\$ millions)

<i>PROJECT</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
Pavement Preservation (DB# X51)	EC	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000
Traffic Monitoring Systems (DB# X66)	PLS	\$12.800	\$13.550	\$12.913	\$12.913	\$12.913	\$13.200	\$13.800	\$14.500	\$15.200	\$16.000	\$137.789
Safety Management System (DB# X68)	EC	\$8.119	\$8.574	\$8.692	\$8.957	\$9.182	\$9.642	\$10.124	\$10.630	\$11.162	\$11.720	\$96.802
Pavement Management System (DB# X69)	EC	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$40.000
Bridge Management System (DB# X70)	EC	\$0.340	\$0.360	\$0.380	\$0.400	\$0.420	\$0.440	\$0.460	\$0.480	\$0.500	\$0.520	\$4.300
Betterments, Bridge Preservation (DB# X72A)	EC	\$21.550	\$24.500	\$28.000	\$31.200	\$34.900	\$39.100	\$43.800	\$49.000	\$55.200	\$67.700	\$394.950
Betterments, Roadway Preservation (DB# X72B)	EC	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$100.000
Betterments, Safety (DB# X72C)	EC	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$70.000
Environmental Investigations (DB# X75)	EC	\$3.150	\$3.150	\$3.150	\$3.150	\$3.150	\$3.150	\$3.150	\$3.150	\$3.150	\$3.150	\$31.500
Traffic Operations Center (South) (DB# X82)	EC	\$6.650	\$6.650	\$6.650	\$6.650	\$6.650	\$6.650	\$6.650	\$6.650	\$6.650	\$6.650	\$66.500
Local Municipal Aid, Urban Aid (DB# X98Z)	ERC	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$50.000

FY2009-2018 Draft Program - New Jersey Transit
(\$ millions)

PROJECT	ID No.	Phase	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY09-18
Access to Region's Core (ARC)	T97	ERC	\$136.864	\$79.037	\$75.295	\$175.003	\$112.234	\$150.000	\$150.000	\$150.000	\$100.000		\$1,128.433
ADA--Platforms/Stations	T143	ERC	\$19.210	\$20.768	\$10.260								\$50.238
Bridge and Tunnel Rehabilitation	T05	ERC	\$14.216	\$16.496	\$17.799	\$17.799	\$20.477	\$27.799	\$27.799	\$27.799	\$27.799	\$27.799	\$225.782
Bus Maintenance Facilities	T93	ERC	\$7.910	\$1.000									\$8.910
Bus Passenger Facilities/Park and Ride	T06	ERC	\$0.800	\$0.799	\$0.799	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$23.398
Bus Support Facilities and Equipment	T08	ERC	\$2.430	\$2.429	\$2.429	\$4.429	\$4.429	\$4.429	\$14.429	\$14.429	\$14.429	\$4.429	\$68.291
Bus Vehicle and Facility Maintenance/Capital Maintenance	T09	EC	\$34.900	\$34.900	\$34.900	\$34.900	\$34.900	\$34.900	\$34.900	\$34.900	\$34.900	\$34.900	\$349.000
Camden County Intermodal Facility in Cramer Hill (Earmark)	T519	PLS	\$0.226										\$0.226
Capital Program Implementation	T68	ERC	\$20.540	\$21.469	\$21.469	\$22.519	\$25.749	\$27.028	\$28.378	\$29.799	\$29.799	\$29.799	\$256.549
Casino Revenue Fund	T515	ERC	\$34.350	\$34.350	\$34.350	\$34.346	\$34.346	\$34.346	\$34.346	\$34.346	\$34.346	\$34.346	\$343.472
Claims support	T13	EC	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$20.000
Environmental Compliance	T16	ERC	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$30.000
Freehold Township Bus Facility (Earmark)	T523	ERC	\$0.451										\$0.451
Hoboken Terminal /Yard Rehabilitation	T82	ERC	\$1.018										\$1.018
Hudson County Intermodal Station Pedestrian Bridge (Earmark)	T554	ERC	\$0.294										\$0.294

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Hudson-Bergen Light Rail 8th Street Extension	T533	ERC	\$20.000	\$21.000	\$5.000								\$46.000
Hudson-Bergen LRT System	T87	ERC	\$2.472	\$2.664	\$2.390	\$2.930	\$3.080	\$3.230	\$3.390	\$3.390	\$3.390	\$3.390	\$30.326
Hudson-Bergen LRT System MOS II	T89	CON	\$1.104										\$1.104
Immediate Action Program	T20	ERC	\$10.048	\$12.475	\$8.551	\$10.399	\$9.149	\$9.795	\$9.794	\$9.793	\$9.791	\$9.790	\$99.585
Irvington Bus Shuttle (Earmark)	T553	ERC	\$0.392										\$0.392
Lackawanna Cutoff Rail Project (Earmark)	T535	ERC	\$2.940										\$2.940
Lakewood Bus Service and Parking Facilities (Earmark)	T517	ERC	\$1.989										\$1.989
Liberty Corridor Bus Rapid Transit (BRT)	T540	ERC	\$8.000										\$8.000
Light Rail Infrastructure Improvements	T95	ERC	\$7.664	\$2.050	\$2.050	\$2.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$43.764
Major Bridge Program	T501	ERC	\$27.799	\$2.500									\$30.299
Miscellaneous	T122	ERC	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$5.000
Monmouth-Ocean-Middlesex County Passenger Rail (Earmark)	T560	PLS	\$0.980										\$0.980
Morris County Intermodal Park and Ride (Earmark)	T558	ERC	\$0.490										\$0.490
Morristown Intermodal Historic Station (Earmark)	T520	ERC	\$0.226										\$0.226
NEC Improvements	T44	ERC	\$27.500	\$27.500	\$27.500	\$27.500	\$27.500	\$27.500	\$27.500	\$27.500	\$27.500	\$27.500	\$275.000

FY2009-2018 Draft Program - New Jersey Transit
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New Brunswick Station Platform Ext. and Elevator Imprmts (Liberty Corridor)													
	T532	ERC	\$9.400										\$9.400
New Freedom Program													
	T552	ERC	\$2.070	\$2.159	\$2.239	\$2.329	\$2.429	\$2.519	\$2.619	\$2.728	\$2.728	\$2.728	\$24.548
New Jersey Intermodal Facilities and Bus Rolling Stock (Earmark)													
	T536	ERC	\$0.677										\$0.677
Newark Penn Station													
	T81	ERC	\$12.443	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$39.443
Northern Branch Rail Service Restoration (Earmark)													
	T559	PLS	\$0.490										\$0.490
Northern NJ Intermodal Stations Park and Ride (Earmark)													
	T555	ERC	\$0.196										\$0.196
NW NJ Intermodal Transit Improvements (Earmark)													
	T556	ERC	\$0.588										\$0.588
Other Rail Station/Terminal Improvements													
	T55	ERC	\$4.081	\$2.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$30.081
Passaic-Bergen Intermodal (Earmark)													
	T534	ERC	\$2.890										\$2.890
Physical Plant													
	T121	ERC	\$1.660	\$0.655	\$1.666	\$1.666	\$1.666	\$1.666	\$1.666	\$1.666	\$1.666	\$1.666	\$15.643
Portal Bridge													
	T539	ERC	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$56.000	\$65.000	\$94.000	\$200.000	\$238.000	\$728.000
Rail Support Facilities and Equipment													
	T37	ERC	\$31.260	\$6.000		\$24.133	\$15.000		\$8.250	\$8.250	\$11.250	\$128.495	\$232.638
River LINE LRT													
	T107	ERC	\$1.313	\$2.693	\$1.141	\$2.605	\$2.042	\$1.537	\$1.670	\$1.820	\$1.820	\$1.820	\$18.461
Signals and Communications/Electric Traction Systems													
	T50	ERC	\$13.721	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$112.721
Small/Special Services Program													
	T120	EC	\$1.150	\$1.395	\$1.395	\$1.395	\$1.395	\$1.395	\$1.395	\$1.395	\$1.395	\$1.395	\$13.705

FY2009-2018 Draft Program - New Jersey Transit
(\$ millions)

<i>PROJECT</i>	<i>ID No.</i>	<i>Phase</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY09-18</i>
South Amboy Intermodal Facility (Earmark)	T530	ERC	\$10.202	\$2.155									\$12.357
South Brunswick Transit System (Earmark)	T522	ERC	\$1.000										\$1.000
Study and Development	T88	PLS	\$8.013	\$6.797	\$6.797	\$6.797	\$6.799	\$4.799	\$4.799	\$4.799	\$4.799	\$4.799	\$59.198
Technology Improvements	T500	EC	\$14.675	\$7.843	\$6.843	\$6.344	\$6.344	\$6.344	\$6.344	\$6.344	\$6.344	\$6.344	\$73.769
Track Program	T42	ERC	\$20.690	\$21.185	\$21.186	\$21.187	\$29.187	\$29.187	\$29.187	\$29.187	\$29.187	\$29.187	\$259.370
Transit Enhancements	T210	ERC	\$0.750	\$0.499	\$0.499	\$0.499	\$0.499	\$0.499	\$0.499	\$0.499	\$0.499	\$0.023	\$4.765
Transit Rail Initiatives	T300	ERC	\$174.499	\$315.850	\$287.962	\$189.918	\$247.600	\$167.560	\$118.290	\$175.930	\$204.770	\$259.970	\$2,142.349
Trenton Rail Intermodal (Earmark)	T518	ERC	\$6.144										\$6.144
Trenton Trolley (Earmark)	T537	ERC	\$0.225										\$0.225
West Orange Township Shuttle (Earmark)	T557	ERC	\$0.196										\$0.196
<i>Total</i>			\$723.6	\$683.2	\$610.0	\$629.2	\$630.3	\$621.0	\$600.8	\$689.1	\$776.9	\$876.9	\$6,841.0



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190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

May 22, 2008

Absentee-Shawnee Tribe of Oklahoma
Karen Kaniatobe, THPO
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

Re: DVRPC Draft FY2009 - 2012 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2009 Transportation Improvement Program (TIP) for Pennsylvania. In accordance with the regulations contained in SAFETEA-LU, you are receiving the draft TIP for a 30-day public comment period which ends on June 2nd. Other parties, governmental agencies, and the general public are receiving the same information at this time. Written comments via US mail should be forwarded to: TIP Comments, DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West, Philadelphia, PA 19106. Comments may also be faxed to 215-592-9125, or emailed to tip-plan-comments@dvrpc.org. Please remember that these comments must reach our office by June 2nd. If you have questions about a specific project please contact Elizabeth Schoonmaker at 215-238-2938. Thank you for your time and assistance in providing comments on the TIP.

Sincerely,

A handwritten signature in cursive script that reads "Gastonia L. Anderson".

Gastonia L. Anderson
Transportation Planner - Capital Programs



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May 22, 2008

Delaware Nation
Tamara Francis, NAGPRA Director
P. O. Box 825
Anadarko, OK 73005

Re: DVRPC Draft FY2009 - 2012 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2009 Transportation Improvement Program (TIP) for Pennsylvania. In accordance with the regulations contained in SAFETEA-LU, you are receiving the draft TIP for a 30-day public comment period which ends on June 2nd. Other parties, governmental agencies, and the general public are receiving the same information at this time. Written comments via US mail should be forwarded to: TIP Comments, DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West, Philadelphia, PA 19106. Comments may also be faxed to 215-592-9125, or emailed to tip-plan-comments@dvrpc.org. Please remember that these comments must reach our office by June 2nd. If you have questions about a specific project please contact Elizabeth Schoonmaker at 215-238-2938. Thank you for your time and assistance in providing comments on the TIP.

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Gastonia L. Anderson
Transportation Planner - Capital Programs



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PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

May 22, 2008

Eastern Shawnee Tribe of Oklahoma
Robin Dushane, Cultural Preservation Officer
P. O. Box 350
Seneca, MO 64865

Re: DVRPC Draft FY2009 - 2012 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2009 Transportation Improvement Program (TIP) for Pennsylvania. In accordance with the regulations contained in SAFETEA-LU, you are receiving the draft TIP for a 30-day public comment period which ends on June 2nd. Other parties, governmental agencies, and the general public are receiving the same information at this time. Written comments via US mail should be forwarded to: TIP Comments, DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West, Philadelphia, PA 19106. Comments may also be faxed to 215-592-9125, or emailed to tip-plan-comments@dvrpc.org. Please remember that these comments must reach our office by June 2nd. If you have questions about a specific project please contact Elizabeth Schoonmaker at 215-238-2938. Thank you for your time and assistance in providing comments on the TIP.

Sincerely,

A handwritten signature in cursive script that reads "Gastonia L. Anderson".

Gastonia L. Anderson
Transportation Planner - Capital Programs



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PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

May 22, 2008

Onondaga Nation
Tony Gonyea, Faithkeeper
Rd 11a Box 245
via Nedrow, NY 13120

Re: DVRPC Draft FY2009 - 2012 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2009 Transportation Improvement Program (TIP) for Pennsylvania. In accordance with the regulations contained in SAFETEA-LU, you are receiving the draft TIP for a 30-day public comment period which ends on June 2nd. Other parties, governmental agencies, and the general public are receiving the same information at this time. Written comments via US mail should be forwarded to: TIP Comments, DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West, Philadelphia, PA 19106. Comments may also be faxed to 215-592-9125, or emailed to tip-plan-comments@dvrpc.org. Please remember that these comments must reach our office by June 2nd. If you have questions about a specific project please contact Elizabeth Schoonmaker at 215-238-2938. Thank you for your time and assistance in providing comments on the TIP.

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Gastonia L. Anderson
Transportation Planner - Capital Programs



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WEB: www.dvrpc.org

May 22, 2008

Stockbridge-Munsee Band of the Mohican Nation of Wisconsin
Sherry White, Tribal History Preservation Officer
P.O. Box 70
Bowler, WI 54416

Re: DVRPC Draft FY2009 - 2012 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2009 Transportation Improvement Program (TIP) for Pennsylvania. In accordance with the regulations contained in SAFETEA-LU, you are receiving the draft TIP for a 30-day public comment period which ends on June 2nd. Other parties, governmental agencies, and the general public are receiving the same information at this time. Written comments via US mail should be forwarded to: TIP Comments, DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West, Philadelphia, PA 19106. Comments may also be faxed to 215-592-9125, or emailed to tip-plan-comments@dvrpc.org. Please remember that these comments must reach our office by June 2nd. If you have questions about a specific project please contact Elizabeth Schoonmaker at 215-238-2938. Thank you for your time and assistance in providing comments on the TIP.

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Gastonia L. Anderson
Transportation Planner - Capital Programs



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FAX: 215.592.9125
WEB: www.dvrpc.org

May 22, 2008

Shawnee Tribe
Belinda Pryor, Tribal Historic Preservation Dept
29 South 69a Highway
Miami OK 74354

Re: DVRPC Draft FY2009 - 2012 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2009 Transportation Improvement Program (TIP) for Pennsylvania. In accordance with the regulations contained in SAFETEA-LU, you are receiving the draft TIP for a 30-day public comment period which ends on June 2nd. Other parties, governmental agencies, and the general public are receiving the same information at this time. Written comments via US mail should be forwarded to: TIP Comments, DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West, Philadelphia, PA 19106. Comments may also be faxed to 215-592-9125, or emailed to tip-plan-comments@dvrpc.org. Please remember that these comments must reach our office by June 2nd. If you have questions about a specific project please contact Elizabeth Schoonmaker at 215-238-2938. Thank you for your time and assistance in providing comments on the TIP.

Sincerely,

A handwritten signature in cursive script that reads "Gastonia L. Anderson".

Gastonia L. Anderson
Transportation Planner - Capital Programs



SEPTA NOTICE

NOTICE OF PUBLIC HEARING Fiscal Year 2009 Capital Budget Fiscal Years 2009-2020 Capital Program

The Southeastern Pennsylvania Transportation Authority (SEPTA) has scheduled public hearings on SEPTA's proposed Fiscal Year 2009 Capital Budget and Fiscal Years 2009-2020 Capital Program.

The hearings will be held as follows:

SEPTA HEADQUARTERS
1234 Market Street – Mezzanine Level – Board Room
Philadelphia, Pennsylvania
Monday, April 7, 2008 – 11:00 a.m. and 5:00 p.m.

(Speakers for the morning and evening sessions must register by 12:30 p.m. and 5:30 p.m., respectively.)

Copies of the proposed Capital Budget and Program will be available for public inspection beginning Friday, March 7, 2008, in the Customer Service Office located in the lobby of SEPTA's Headquarters at 1234 Market Street. An electronic version of the proposed Capital Budget and Program will also be available in PDF format at SEPTA's website www.septa.org.

Persons wishing to file written comments may forward them to the Secretary of the Board, Southeastern Pennsylvania Transportation Authority, 1234 Market Street, 10th Floor, Philadelphia, PA 19107. Comments can also be sent via E-mail to capbudget@septa.org. Comments must be received by April 7, 2008, so that they may be forwarded to the Hearing Examiner.

Individuals in need of a sign language interpreter should contact the Secretary of the Board at the address listed above by March 24, 2008. For questions regarding the capital budget and program, please call (215) 580-7409.



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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES
FOR PUBLIC REVIEW:**

- **FY 2009-2012 NEW JERSEY TRANSPORTATION IMPROVEMENT PROGRAM (TIP);**
- **FY 2009-2012 PENNSYLVANIA TRANSPORTATION IMPROVEMENT PROGRAM (TIP);**
- **AMENDMENTS TO THE *DESTINATION 2030* LONG-RANGE PLAN; and**
- **TRANSPORTATION CONFORMITY FINDINGS FOR:
FY 2009 NEW JERSEY TIP;
FY 2009 PENNSYLVANIA TIP; and
DESTINATION 2030 LONG-RANGE PLAN AMENDMENTS**

DVRPC is seeking public review and will open two public comment periods for the documents listed above.

As the federally designated metropolitan planning organization, DVRPC develops the Transportation Improvement Program (TIP). The TIP is the regionally agreed-upon list of priority projects, as required by federal law. The TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Also included are all other state funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

DVRPC will open a public comment period for the Draft FY 2009 TIP for New Jersey, which covers Burlington, Camden, Gloucester and Mercer counties; and for Pennsylvania, which includes Philadelphia, Montgomery, Delaware, Chester and Bucks counties. The Draft TIP for New Jersey contains over 135 projects totaling more than \$1.5 billion for phases to be advanced over the next four years, while the Draft Pennsylvania TIP contains approximately 350 projects totaling over \$4 billion for phases over the next four years. The public comment period for the Draft TIPs will open on May 2, 2008.

In conjunction with the Draft FY 2009 NJ TIP and Draft FY 2009 PA TIP, DVRPC will need to amend the *Destination 2030* Long-Range Plan, and conduct a Transportation Conformity finding. *Destination 2030* is DVRPC's federally mandated long-range plan, which is being updated as a result of changes to the TIP. Transportation Conformity is the process that ensures that plans and programs receiving federal funding are consistent with the region's air quality goals. The public comment period for the *Destination 2030* amendments and the Transportation Conformity finding of the TIPs as well as the *Destination 2030* amendments will begin on May 16, 2008.

Please join us for a public meeting and information session on the *Draft TIPs*, amendments to the *Destination 2030* Plan, and the Transportation Conformity findings between the hours of 4 and 6 p.m. on:

**Wednesday, May 14, 2008
DVRPC Conference Center
190 North Independence Mall West, 8th Fl.
Philadelphia, PA**

**Wednesday, May 28, 2008
Cherry Hill Library
1100 Kings Highway North
Cherry Hill, NJ**

These public meetings will also serve as the public meeting for the Draft FY 2009-2018 New Jersey Statewide Transportation Improvement Program (STIP). For the first time, NJDOT has developed a STIP with a 10 year horizon, looking beyond the federal requirement of a 4 year STIP. The New Jersey STIP is available on the web at <http://www.state.nj.us/transportation>.

Copies of the Draft TIPs, *Destination 2030* Plan amendments, and the Draft Transportation Conformity findings are available for review on the DVRPC website at www.dvrpc.org, in DVRPC's Resource Center, and at various libraries throughout the Delaware Valley. The documents will also be on hand for review at the information sessions, and can be translated into alternative languages or formats, if requested. Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. **All comments pertaining to the Draft TIPs must be received no later than 5 p.m. on June 2, 2008. All comments pertaining to the *Destination 2030* amendments and the Transportation Conformity findings must be received no later than 5 p.m. on June 20, 2008.**

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.

operará bajo todos los reglamentos de IDEA-2004 y las leyes que aplican.

Los fondos de IDEA-B, recibidos bajo la Parte B del 34 CFR (con relación a la Elegibilidad del Estado), serán usados para proveer servicios y programas para niños con discapacidades elegibles para servicios bajo el Acta, como también para entrenamientos y asistencia técnica para profesionales que proveen servicios a niños con discapacidades.

El Departamento y el Consejo Educativo del Estado de Pennsylvania han completado la revisión de las regulaciones de educación especial en 22 del Código de Pa. Capítulo 14 (con relación a servicios y programas de educación especial) y 22 del Código de Pa. Capítulo 711 (con relación a servicios y programas para niños con discapacidades en escuelas concertadas ("charter schools" en inglés) que esperan que se adopten a través del proceso regulativo. El Plan Estatal (anteproyecto) está basado en la versión del Consejo del Estado (para el Capítulo 14) y la versión de los enmendados propuestos del Departamento (Capítulo 711). A la conclusión del período de comentarios del público para el Plan Estatal, el Departamento hará las revisiones necesarias basadas en la publicación de los reglamentos finales en el Boletín de Pennsylvania.

Este aviso busca participación pública al Plan Estatal (anteproyecto). Copias del Plan Estatal (anteproyecto) están disponibles llamando al 717-783-6134. Se puede pedir formatos alternos de los documentos (por ejemplo, Braille, letra de imprenta grande), cinta). Además, comentario público es bienvenido en formatos alternos, como Braille, comentarios en cinta, y comentarios por teléfono para ellos con discapacidades. Si usted tiene una discapacidad y quisiera presentar comentarios por teléfono, llame a Nancy Zeigler al 717-783-6134.

También, el Departamento proveerá una oportunidad para testimonio público. Se puede fijar un testimonio llamando a Nancy Zeigler (de 8:00am a 4:00pm, del lunes al viernes) no más tarde del 23 de mayo del 2008. Las audiencias públicas serán realizadas así:

- El 27 de mayo del 2008
PaTAN Pittsburg
3190 William Pitt Way
Pittsburg, PA 15238
(3:00-6:00 PM)
- El 28 de mayo del 2008
PaTAN Harrisburg
6340 Flank Drive,
Suite 600
Harrisburg, PA 17112
(3:00-6:00 PM)
- El 29 de mayo del 2008
PaTAN King of Prussia
200 Anderson Road
King of Prussia, PA 19406
(3:00-6:00 PM)

Con respecto al testimonio oral, una copia escrita del testimonio debiera de ser provisto.

Comentarios escritos serán aceptados hasta el 26 de junio, 2008. Los comentarios escritos deben enviarse a Patty Todd, Department of Education, Bureau of Special Education, 333 Market Street, 7th Floor, Harrisburg, PA 17126-0333.

Luego de recibir todos los comentarios, el Departamento considerará todos los comentarios públicos y hará las modificaciones necesarias antes de la presentación final de la garantía al Secretario del Departamento de Educación de los EEUU.

Encuéntrela en la sección de
CLASIFICADOS ALDA

being late denies us the opportunity to work as well as possible.

Copies of the solicitation may be picked up commencing April 29, 2008 at 12 S. 23rd Street, 5th Floor, Philadelphia, PA 19103. Contrasts Department, between the hours of 8:00 a.m. and 4:00 p.m. Fax (215) 684-1213 Attn: Ms. Martin for solicitation package to be mailed or for any other query relative to the solicitation.

A non-mandatory pre-proposal conference is scheduled for 10:30 a.m., Thursday, May 15, 2008, 1212 S. 23rd Street - 5th Floor, Philadelphia PA 19103.

PHA encourages minority, woman-owned and Section 3 businesses to submit bids/proposals and participate in joint ventures.

Carl R. Greene
Executive Director

ADVERTISEMENT

Notice is hereby given that PROPOSALS will be accepted by the Philadelphia Housing Authority for the SOLICITATION NO. P-003714 - ARCHITECTURAL AND ENGINEERING SUP-PORT SERVICES, NO LATER THAN 11:00 A.M., MAY 29, 2008 at 12 S. 23rd Street, 5th Floor, Philadelphia, PA 19103.

If you choose to deliver your proposal/bid in person, please arrive early in order to ensure timely receipt of your proposal/bid. Bring identification with a photograph so PHA's Security Staff will allow you entrance into the facility. Remember being late denies us the opportunity to look at your proposal.

Copies of the solicitation may be picked up commencing April 28, 2008 at 12 S. 23rd Street, 5th Floor, Philadelphia, PA 19103. Contrasts Department, between the hours of 8:00 a.m. and 4:00 p.m. Fax (215) 684-1213 Attn: Ms. Martin for solicitation package to be mailed or for any other query relative to the solicitation.

A non-mandatory pre-proposal conference is scheduled for 10:30 a.m., Wednesday, May 14, 2008, 12 S. 23rd Street - 5th Floor, Philadelphia, PA.

PHA encourages minority, woman-owned and Section 3 businesses to submit bids/proposals and participate in joint ventures.

Carl R. Greene
Executive Director

INVITATION FOR BIDS

BY THE PHILADELPHIA GAS WORKS

Sealed bids will be received by the Philadelphia Gas Works at 800 W. Montgomery Avenue, Philadelphia PA 19122, 1st Floor, by the Procurement Department for the following:

PGW is seeking bids from contractors to replace 10 miles of cast iron mains with steel and plastic pipe within the City of Philadelphia in 2008. Therefore, for the next 15 weeks, starting 2/18/08 one to two jobs will be available for pick up, on a weekly basis, at 800 W. Montgomery Ave., Philadelphia, PA 1912.

The successful contractor will be required to supply bonding and insurance certificates. Attendance is required, by all bidders, at the pre-bid meeting. The date and time of the pre-bid meeting will be listed on the bid documents. Bidders will be qualified by PGW.

For further information, please call 215-684-6909 or 215-684-6674. MBE/WBE participation is strongly encouraged.

Notificación Pública

La Comisión de Planificación Regional del Valle de Delaware (DVRPC por sus siglas en inglés) dio inicio a dos períodos simultáneos de comentarios públicos para los siguientes documentos: Programa de Mejoramiento al Transporte (TIP por sus siglas en inglés) de Nueva Jersey, Año Fiscal 2009-2012; Programa de Mejoramiento al Transporte (TIP) de Pennsylvania, Año Fiscal 2009-2012; Modificaciones para el documento Destinación 2030; Plan de Largo Plazo; conclusiones sobre la conformidad y los resultados de los Programas de TIP y del Destinación 2030; Plan de Largo Plazo.

El DVRPC desearía los Programas de Mejoramiento al Transporte (TIP), en el cual son una lista regionalmente acordada a la prioridad de proyectos, según los requisitos de la ley federal. El último día para comentarios públicos sobre los TIPs es el 2 de junio 2008 a las 5:00 p.m. El documento Destinación 2030: El Plan para el Año 2030 se planteó en junio del 2005; en estos momentos está siendo actualizado por los cambios de los TIPs. La DVRPC emitió conclusiones sobre la avenencia del transporte que incluye las revisiones de estos tres documentos. La conformidad del transporte se asegura de que los planes y los programas que reciben financiamiento federal son consistentes con las metas de la calidad del aire de la región. El período de comentarios público sobre las modificaciones del documento Destinación 2030 y de las conclusiones sobre la conformidad del documento Destinación 2030 y de los TIPs empezará el 16 de mayo 2008 hasta el 20 de junio 2008 a las 5:00 p.m.

Dos reuniones públicas para recibir comentarios están programadas para miércoles, 14 de mayo, 2008 entre las horas de 4-6pm, en el Salón de Conferencia del DVRPC, 8vo Piso, 190 N. Independence Mall West, Philadelphia; y el miércoles, 28 de mayo, 2008 entre las horas 4-6pm en el Salón Multicultural de la biblioteca Cherry Hill ubicada en 1100 Kings Highway North, Cherry Hill. Estas reuniones también tendrán como sesiones de información sobre el Programa de Mejoramiento al Transporte para todo el estado (STIP por sus siglas en inglés) de Nueva Jersey, para el período 2007-2009, disponible en www.state.nj.us/transportation.

Copias de los documentos están disponibles en el sitio web de la DVRPC, www.dvrpc.org, en el Centro de Recursos de la DVRPC, ubicada en la misma dirección proporcionada arriba, así como en varias bibliotecas regionales. Los documentos también estarán disponibles en las reuniones públicas y podrán ser traducidos en un formato o idioma alternativo, si se solicita. Los comentarios escritos deben ser enviados por correo a: PlanTIP/Conformity Comments, c/o DVRPC, Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 o por correo electrónico a: comment@dvrpc.org.

La DVRPC cumple a cabalidad con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y normas correspondientes en todos los programas y actividades. Las reuniones públicas de la DVRPC también se realizarán en instalaciones accesibles de conformidad con la ley para estadounidenses con discapacidades (ADA por sus siglas en inglés) y en ubicaciones con acceso al transporte, cuando sea posible. Se pueden brindar servicios auxiliares a las personas que presenten una solicitud por lo menos siete días antes de la reunión. Para obtener más información, por favor llame al (215) 238-2871.

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN, under Philadelphia Home Rule Charter Section Numbers 8-407 and 7-400 that on APRIL 9, 2008 AMENDMENTS TO REGULATIONS UNDER SUBCODE B (THE PHILADELPHIA BUILDING CODE) OF TITLE 4 OF THE PHILADELPHIA CODE (THE PHA BUILDING CODE) WILL BE CONSIDERED.

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 all editions and issues of said daily newspaper on the following dates:

May 2, 2008

Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and 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.

Anna Dickerson

Sworn to and subscribed before me this 2nd day of
May, 2008

Mary Anne Logan
Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires 3/30/2009

Copy of Notice of Publication

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened two public comment periods for the following documents: the FY 2009-2012 New Jersey Transportation Improvement Program (TIP); the FY 2009-2012 Pennsylvania TIP; Amendments to the *Destination 2030* Long-Range Plan; and Transportation Conformity findings for the draft TIPs and for the *Destination 2030* Long-Range Plan.

DVRPC develops the Transportation Improvement Program (TIP), which is the regionally agreed-upon list of priority projects, as required by federal law. The public comment period for the draft TIPs will close at 5 p.m., June 2, 2008. *Destination 2030*: the Year 2030 Plan for the Delaware Valley was adopted in June 2005, and is now being updated as a result of changes to the TIP. DVRPC has also issued a Transportation Conformity finding that covers these three documents. Transportation Conformity ensures that plans and programs receiving federal funding are consistent with the region's air quality goals. The public comment period for the *Destination 2030* amendments and the Conformity findings of *Destination 2030* and the TIPs will begin on May 16, 2008 and close at 5 p.m., June 20, 2008.

Two informational public meetings are scheduled: 4-6 p.m., Wednesday, May 14, 2008, in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia; and 4-6 p.m., Wednesday, May 28, 2008 at the Cherry Hill Library, Multicultural Room, 1100 Kings Highway North, Cherry Hill. These public meetings will also serve as the public meeting for the Draft FY 2009-2018 New Jersey Statewide Transportation Improvement Program (STIP). The New Jersey STIP is available on the web at <http://www.state.nj.us/transportation>.

Copies of the documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center, located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

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2nd

tary Public

Notary Public

State of New Jersey

My Commission Expires May 11, 2012

STATE OF NEW JERSEY
CAMDEN COUNTY

§

OLGA VELEZ

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 a 2nd day of May A.D. 2008

2010
*DEL VALLEY REG 072101CP
190 N INDEPENDENCE MALL EAST 0001254055
8TH FLOOR
Philadelphia
PA 191061520



THE PHILADELPHIA TRIBUNE

Voice of the African-American Community
Since 1884

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, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date(s) viz:

May 2,

2008

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 or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

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Antonia Jnobaptiste
 Antonia Jnobaptiste
 Sworn to and subscribed before me
 this 28 day of July 2008
Bertha A. Godfrey

COMMONWEALTH OF PENNSYLVANIA
 NOTARIAL SEAL
 BERTHA NICHOLS GODFREY, Notary Public
 City of Philadelphia, Phila. County
 My Commission Expires October 18, 2011

STATEMENT OF ADVERTISING COSTS

DVRPC
 190 N. Independence Mall West, 8th Fl.
 Philadelphia, PA 19103-1520

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

ADVERTISING COST \$ 987.26

The Philadelphia Tribune Co., Inc.
 hereby acknowledge receipt of the
 advertising costs, and certifies that the same

The Philadelphia Tribune Co., Inc
 By: _____
 FAX: 215 735 3612

PUBLISHERS:
 publishers of
 the aforesaid
 newspaper as
 been
 OFFICE: 520-26 S. 16th Street
 Philadelphia, Pa. 19146
 PHONE: 215 893 4050
 mail: info@phillytribune.com

86 Legal Notices

Highway North, Cherry Hill. These public meetings will also serve as the public meeting for the Draft FY 2009-2012 New Jersey Statewide Transportation Improvement Program (STIP). The New Jersey STIP is available on the web at: <http://www.state.nj.us/trans- portation/>.

Copies of the documents are available on the DVRPC website: www.dvrpc.org in the DVRPC Resource Center located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language. If requests should be mailed to: Plans/TIP/Conformity, Communications, DVRPC Public Affairs Office, 90 N. Independence Mall, West, 8th Floor, Philadelphia, PA 19106 or e-mailed to: tips@dvrc.org. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities, and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

Fee: \$43.20 5/2/08 R-362

PUBLIC NOTICE

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No informational public meetings are scheduled: 4-6 p.m. Wednesday, May 14, 2008 in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall, West, Philadelphia, PA 19106. On Wednesday, May 28, 2008 at the Cherry Hill Library, Multi-Medial Room, 1100 Kings

STATE OF NEW JERSEY }
COUNTY OF MERCER }

S.S.

Ken Seybert

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



and that a Notice, of which the annexed is a true copy, was published in THE TRENTONIAN, a newspaper printed and published daily in the city of Trenton, County of Mercer, State of New Jersey

May 7, 2008

Controller

Sworn and subscribed before me this 25th day of May, 2008 A.D. 2008

Notary Public, Mercer County, New Jersey
My Commission Expires 7-2-2011

New Jersey & Pennsylvania Libraries Displaying the TIP and Highlights

New Jersey Libraries

Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107	Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060
Camden County Library Echelon Mall, Store #2105 Voorhees, NJ 08043	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	Camden County Library 203 Laurel Road Voorhees, NJ 08043
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Camden County Library Gloucester Township Branch Library 15 Blackhorse Pike Blackwood, NJ 08012	Monroe Township Public Library 306 S. Main Street Williamstown, NJ 08094
Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062		

Pennsylvania Libraries

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

DVRPC FY 2009 Transportation Improvement Program (TIP)

Volume IV - Public Outreach

Publication Number: 09001D

Date Published: July 2008

Geographic Area Covered: Delaware Valley Region
(New Jersey Counties: Burlington, Camden, Gloucester, and Mercer/ Pennsylvania Counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia)

Key Words: Bike and Pedestrian, Bridges, Conformity ,Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Hometown Streets/Safe Routes to School, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act , Transit, Transportation, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

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, (2) copies of the comments received by both DVRPC member agencies and the public, (3) agency responses to the public comments, and (4) documentation relating to the public outreach.

This report is funded through grants from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, and DVRPC's member governments.

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

Delaware Valley Regional Planning Commission
Office of Capital Programming
190 N Independence Mall W
Philadelphia, PA 19106
(215) 238-2888



TIP



**Delaware Valley
Regional Planning
Commission**

DVRPC, 8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106-1520

Phone: 215.238.2868

Fax: 215.592.9125

Web: <http://www.dvrpc.org/transportation/capital/tip.htm>