

PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC BOARD ACTION ITEMS

DECEMBER 1, 2011

BOARD
AGENDA ITEM

2. DVRPC Transportation Improvement Program (TIP) Actions

a. PA11-48: I-95, PA Turnpike Interchange (TPK) (MPMS# 13347), Bucks County

From: Jon Frey

County: Philadelphia

Zip Code: 19134

Date Received: November 21, 2011

Comment/Question: Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

Response: Your comment was sent to FHWA for review. DVRPC is not in violation of §450.316, which outlines public participation procedures related to MPOs. TIP amendments do not require public comment periods or meetings, which are part of the annual or bi-annual adoption of the entire TIP. Please see Appendix D of the 2011-2013 TIP which contains the *DVRPC Memorandum of Understanding (MOU) Concerning Special Procedures for Expediting TIP Amendments and Modifications*. It discusses the need for a 30-day public comment period for major amendments and for TIP adoption, and clarifies no public comment period is needed for minor amendments and administrative amendments. While the MOU notes that public input would be sought via the RCC for minor amendments, this was based on the Public Participation Plan that is currently being revised; instead the online commenting tool is being used to gather public input, along with comments received by mail and fax, as well as comments received during the RTC and Board meetings.

DVRPC provides public access to technical and policy information, as well as an opportunity for the public to comment on Board actions, which you have taken advantage of by submitting your comment(s).

b. PA11-49: Transit and Regional Rail Station Program (MPMS# 77183), SEPTA

From: Jon Frey

County: Philadelphia

Zip Code: 19134

Date Received: November 21, 2011

Comment/Question: \$6.5 million is an excessive amount of money to rehabilitate or reconstruct an existing property owned by SEPTA which functions as a bus shelter and restroom for bus operators. In addition, Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

Response: The 33rd and Dauphin "Bus Loop" is a significant passenger facility, which serves five bus routes and has a ridership in excess of 1,500 trips per day. The 33rd and Dauphin facility was originally built in 1901 and the project requires the historic restoration of the facility's masonry building. The project includes a number of safety measures such as the redesign of

bus lanes under the canopy, construction of a new curbside bus berthing area, and re-paving the site and sidewalks. In addition, the renovation was designed with sustainability measures such as the installation of an underground stormwater management system, bike racks, and streetscape improvements and landscaping. Finally, the project will include accessibility improvements, such as new curb cuts and raised boarding platforms and installation of passenger and operating amenities.

Regarding your comment on public participation, see response to TIP Action PA11-48.

From: John Boyle

County: Philadelphia

Zip Code: 19102

Date Received: November 30, 2011

Comment/Question: Bicycle Coalition of Greater Philadelphia Comment - The Bus facility should include landscaping and sidewalk improvements. The pedestrian zones and the bus pullouts are currently poorly defined.

Response: This comment will be forwarded to the DVRPC Board and was sent to SEPTA. The project includes a number of safety measures such as the redesign of bus lanes under the canopy, construction of a new curbside bus berthing area, and re-paving the site and sidewalks. In addition, the renovation was designed with sustainability measures such as the installation of an underground stormwater management system, bike racks, and streetscape improvements and landscaping. The project will also include accessibility improvements, such as new curb cuts and raised boarding platforms and installation of passenger and operating amenities.

c. PA11-50: SEPTA Bus Purchase Program - 60' (MPMS# 90512), SEPTA

From: Ashley Vansant

County: Montgomery

Zip Code: 19009

Date Received: November 22, 2011

Comment/Question: How many buses are actually being purchased? There is no information located in the project description for any member of the public to make a concise statement about this spending action. Were there any public meetings for members of the public to comment on this, or for DVRPC representatives to provide information to the public on why this money is being spent, and how the public benefits? Based on the lack of information, I cannot support this spending action by the DVRPC board. What is the expected life span of these vehicles?

Response: Thank you for your comments and questions, which will be forwarded to the DVRPC Board. The 60-foot Bus Purchase Program provides for the purchase of 155 articulated buses with an option to purchase 50 additional buses over a four year period (Fiscal Year 2012-2015). The Federal Transit Administration (FTA) competitive Bus and Bus Facilities State of Good Repair funds will assist in the funding of the first year order of 55 hybrid (diesel/electric) buses.

The 60-foot Bus Purchase Program is included in the FY 2011-2014 Transportation Improvement Program (MPMS# 90512). The scope of work and benefits are stated in the project description under MPMS# 90512 of the current TIP. A public comment period for this TIP was held from June 1 to June 30, 2010, with the DVRPC Board approving the TIP on July 22, 2010.

In addition, SEPTA's Fiscal Year 2012 Capital Budget and twelve year capital program included

the Bus Purchase Program. The FY 2012 Capital Budget and twelve year capital program proposal was posted on SEPTA's website for public comment beginning March 25, 2011. Public hearings were held on April 26, 2011.

Per FTA guidelines, the useful life of a 60-foot articulated bus is 12 years.

Public meetings are not required for TIP amendments. The online commenting feature was created for the public to learn about the project, and to pose comments and questions. For future reference, please note that additional information for TIP projects is provided by clicking on "download information packet" link at the bottom of the webpage.

d. NJ12-01: Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538) (DB# 97049), Gloucester County

From: Jon Frey

County: Philadelphia

Zip Code: 19134

Date Received: November 21, 2011

Comment/Question: Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

Response: Please see response to TIP Action PA11-48.

From: John Boyle

County: Philadelphia

Zip Code: 19102

Date Received: November 30, 2011

Comment/Question: Bicycle Coalition of Greater Philadelphia - We support inclusion of bicycle and pedestrian compatibility but it is unclear what it specifically means for this project. The description indicates "corner cutbacks" which sounds like the turn radius of the intersection will be widened and Route 538 lacks shoulders approaching the intersection. What we are looking as a bicycle/pedestrian improvement will be shoulders that are clearly defined up to the intersection along with a stop bar.

Response: This comment will be forwarded to the DVRPC Board and to NJDOT for review/response.

e. NJ12-02: Route 130, Crystal Lake Dam (DB#02309), Burlington County

From: Jon Frey

County: Philadelphia

Zip Code: 19134

Date Received: November 21, 2011

Comment/Question: Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

Response: Please see response to TIP Action PA11-48.

3. **DVRPC Fiscal Year 2012 Planning Work Program Amendment: I-95/I-476 Interchange Improvement Feasibility Study Phase 2**

From: Jon Frey

County: Philadelphia

Zip Code: 19134

Date Received: November 21, 2011

Comment/Question: Public participation for this TIP ammendment [sic] has not been conducted in accordance with the Commission's public input program, which was unilaterally altered in violation of §450.316 of the code of federal regulations.

Response: To clarify, this project is a Work Program amendment, not a TIP amendment. As with TIP amendments, Work Program amendments do not require public comment periods or meetings. DVRPC is not in violation of §450.316, which outlines public participation procedures related to MPOs. DVRPC provides public access to technical and policy information, as well as an opportunity for the public to comment on Board actions, which you have taken advantage of by submitting this comment.