

PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC BOARD ACTION ITEMS

September 28, 2023

2b. Transportation Improvement Program (TIP) Action

PA23-74: Projects PA23-74: Projects of Significance (MPMS #115472), SEPTA – Add New Projects to Program

From: Jerett Johnson

Zip Code: 19139

Date Received: September 25, 2023

Comment/Question: If approved, when will construction begin on the accessible station and other facilities

Response: Thank you for your comment. Your comment was shared with the DVRPC Board, DVRPC's Office of Capital Programs, and SEPTA. Construction for the project is estimated to begin in Summer 2027.

2g. PA23-79: Route for Change Short-term MEGA Grant Safety Projects Implementation: Transforming Philadelphia's Roosevelt Boulevard (US 1) (Various MPMS #s), Philadelphia County – Add New Projects to the TIP

From: Ted Zellers

Zip Code: 19133

Date Received: September 26, 2023

Comment/Question: I'm excited for the safety improvements to Roosevelt Blvd. Crossing the boulevard on foot and even by bicycle can be a frightening experience. I hope the improvements are made with an awareness that there may be a Roosevelt Blvd Subway in a few years if all goes well.

Response: Thank you for your comment. Your comment was shared with the DVRPC Board, DVRPC's Office of Capital Programs, the City of Philadelphia, and PennDOT.

PUBLIC COMMENTS AND QUESTIONS
ON NON-AGENDA ITEMS

From: Larry Tornetta

Zip Code: N/A

Date Received: September 20, 2023

Comment/Question: Please consider widening to 3 lanes in the north and southbound directions I476 from route 3 to I95. There are tremendous delays every day in both directions going from 3 lanes to 2 or 2 to 3. This is about a 7 mile fix. Most of it could be done with additional paving and striping. Most bridge work is wide enough. I believe this was engineered and contemplated in the 30 or so years 476 was designed and studied. No other project in the DVRPC area is more important, could impact more people with less cost and save thousands of cars and trucks from idling daily in stop and go traffic. This exceeds your criteria below.

Not all transportation needs can be addressed with the limited funding the region receives. DVRPC developed a multi-modal, performance-based evaluation process to prioritize projects for funding. The TIP-Plan Project Evaluation Criteria is a data-informed support tool used in this process. It is designed to highlight trade-offs that could occur as a result of a given investment or set of investments, facilitate analysis of how new candidate projects align with the vision and goals of the Plan, and help to identify whether and how each candidate project will move the region toward achieving its stated Transportation Performance Measures.

Response: Your comment was shared with the DVRPC Board, DVRPC's Office of Capital Programs, and PennDOT.

Thank you for your comment regarding I-476. The Department has a project in the preliminary engineering phase to widen the inside/median side shoulders of I-476 to allow for part-time shoulder use during periods of congestion from SR 3 to I-95 in Delaware County. As you stated, this section of I-476 is congested for several hours on a daily basis. This would essentially allow for three travel lanes in each direction to alleviate both recurring congestion as well as congestion from incidents on the roadway. Widening to the median side will preserve the outside shoulders for emergency responders, vehicle breakdowns, deposition of snow, and runoff during rain events. While some areas of I-476 are wide enough to accommodate the third lane on the inside, many areas along the roadway aren't able to currently accommodate a third lane. For instance, the roadway from MacDade Boulevard to just north of Baltimore Pike and from SR 1 to SR 3 will need significant structural improvements, drainage

upgrades, and reconstructed pavement to accommodate the expanded shoulder. In addition, the FHWA considers this type of improvement to be a Type 1 Project which means environmental studies, including noise studies, have to be undertaken and approved prior to beginning the final design of the project. The Department is currently advancing these studies and preliminary designs while also ensuring that these improvements can be implemented without adversely affecting traffic operations on I-95.

From: Charlie Reichner

Zip Code: N/A

Date Received: August 29, 2023

Comment/Question: I am sending you this email at the suggestion of Rick Murphy at DVRPC, Manager, Office of TIP Development and Maintenance.

I and the others who signed the attached petition (displayed for a short time at local businesses) are asking that something be done to fix the unsatisfactory and unsafe conditions on Route 611 North of Doylestown (including the bypass). This road was built in the 50's and has really fallen into disrepair over the last 50 years. There have been repairs done that were completely unsatisfactory and only recently have been corrected after almost 20 years of wear and tear on our vehicles. The consensus is that this roadway needs to be completely rebuilt. We are asking that it be put on the TIP program ASAP and additionally that the glaring and unsafe defects be taken care of immediately. North of RTE 113 is particularly bad. There are bumps in the road that cause your tires to lose contact with the roadway which is unsafe at any speed. Same with the bumps on the bypass. We are asking at a minimum that these bumps be milled off and preferably that this section of road (north of RTE 113) be milled and paved until it can be reconstructed under the TIP program. We understand that funding and qualified personnel are always a problem. With the Federal Infrastructure Bill providing Pennsylvania with \$11.1 Billion for infrastructure (dispersed over five years), \$1.6 Billion for bridges and a \$16 Billion grant program open to anybody in the USA, we feel you can somehow get this work done.

Sincerely, Charles Reichner

Response: Thank you for your comment. Your comment was shared with the DVRPC Board, DVRPC's Office of Capital Programs, and PennDOT.

DVRPC staff have been in contact with PennDOT staff and were informed that given the condition of the existing pavement on PA 611, PennDOT engineers believe the appropriate scope is well beyond what can be accommodated within PennDOT's Bucks County Maintenance budget. PennDOT is recommending it should be on the TIP as a capital project. Unfortunately, it is not on the current TIP and is not a candidate for the FY2025 TIP update at the present time, due to other priorities and limited funding. While the IIJA/BIL provided the region with significant funding for roadways and bridges, there is still a backlog of nearly \$1 billion for current projects.

There are many factors that go into project selection, including considering how the project reduces crashes, rebuilds or maintains current roads and bridges, serves disadvantaged communities, helps promote economic development, reduces congestion, or helps improve air quality, as well as making sure federal and state laws and regulations are followed. Per the IIJA/BIL, DVRPC and PennDOT have to focus on a performance-based approach to selecting projects for TIP funding. States are required to manage the National Highway System (NHS) to what is called lowest-life-cycle cost (LLCC) approach. Instead of maintaining a worst-to-first framework, where the worst performing asset is fixed and improved to a point where it would be performing at the top of the list, LLCC is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. LLCC promotes the right treatment at the right time (with an emphasis on preservation) rather than focusing too heavily on assets in poor conditions (e.g., worst to first). The benefit of this approach is to extend the life of the assets (bridges and pavements) and lower the annual cost over the life of the asset. This approach is considered a more effective use of resources, and assets are kept in better overall condition. The theory is that a series of well-timed preservation activities extends the life of the asset, maintains the asset at a higher performance level for longer, and lowers the total cost per year.

Unfortunately, there is still not enough funding to fix all roads and bridges and sometimes difficult choices must be made. PA 611 will eventually be programmed on the TIP. Until that time, PennDOT has stated that Bucks County maintenance staff will continue to perform various maintenance activities on PA 611 to maintain usability of the highway until the time when the highway can be reconstructed.