



DVRPC FY 2003

TRANSPORTATION IMPROVEMENT PROGRAM FOR NEW JERSEY (FY2003-FY2005) AND PENNSYLVANIA (FY2003-FY2006)

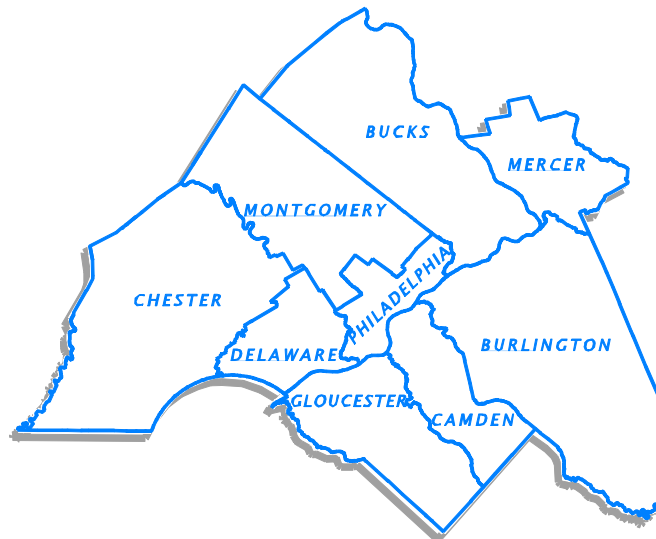
ADOPTED JUNE 2002

VOLUME IV - PUBLIC COMMENTS



Delaware Valley Regional
Planning Commission

DVRPC FY 2003
Transportation Improvement Program
For New Jersey (FY 2003-2005)
and Pennsylvania (FY 2003-2006)



Volume IV
Public Comment Document



Delaware Valley Regional Planning Commission

Final Version, October 2002

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



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

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

FY 2003 Transportation Improvement Program

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

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FY 2003 Transportation Improvement Program

**Volume IV
Public Comment and Agency Responses**

**Part A
Public Outreach Efforts**

SUMMARY OF PUBLIC OUTREACH EFFORTS

DVRPC FY 2003 TIP

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

As the metropolitan planning organization (MPO), DVRPC is the agency charged with developing the Transportation Improvement Program (TIP) for the nine-county region, which includes Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. As such, 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.

Responding to Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley. During the past 1-1/2 years, in response to Title VI and other Environmental Justice concerns, DVRPC re-examined the scope of its TIP public outreach efforts. Specifically for the purpose of fulfilling environmental justice goals, DVRPC reviewed all mailing lists for inclusion of the appropriate citizens; sent notices and information to the Environmental Justice Public Involvement Task Force which in turn distributed materials to their contacts; and held meetings in locations accessible to these targeted audiences.

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 MPO for the Delaware Valley, serves as the primary forum where 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.

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

Reaching Out to the Region's Citizens

In response to Environmental Justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30 day public comment period. Notices of the public comment period and the scheduled public meetings were distributed to over 1200 individuals and organizations that comprised the welfare-to-work community; traditional transportation and transit users; underserved, minority and low income populations; chambers of commerce; and citizens. In addition, DVRPC staff contacted representatives from key community organizations to solicit their involvement in reaching specific groups to communicate about the TIP and this opportunity for input.

The public comment period for the DVRPC FY 2003 TIP opened on May 6, 2002 and extended through June 5, 2002. In addition to the required legal notices and press releases we issue each year, we held three public meetings in strategically identified locations as follows:

WEDNESDAY - MAY 15, 2002

Camden County College
Gabriel Danch Center - Seminar Room
College Drive
Blackwood, NJ

WEDNESDAY - MAY 22, 2002

Columbia Station - Club Room
4 Bridge Street
Phoenixville, PA

WEDNESDAY, May 29, 2002

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

The meetings were held from 4:30 - 6:30 p.m. to allow access to both the working and non-working public. The meetings were conducted jointly with State DOT's, NJ TRANSIT, DRPA, and SEPTA, and also served as an opportunity to comment on the State's Transportation Improvement Programs.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, La Actualidad, The Trenton Times, and The Courier Post, and media releases were issued in May, 2002. In addition, notices and TIP documents were sent to over 30 regional libraries as another means of making this information available to the public. Posters detailing opportunities to make comments were distributed to over 100 locations, including SEPTA, city halls, and a variety of other public agencies. DVRPC staff also presented the draft TIP to the Regional Citizens Committee.

Copies of the announcements, media releases, public notices, and letters to libraries 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. People were able to download and/or access the TIP materials during the public comment period, and several new features were added to provide a wider variety of improved report formats. In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments.

During the public comment period, approximately 100 individuals or agencies provided written or oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, or transmitted by fax. Both DVRPC's Regional Citizens Committee and Goods Movement Task Force submitted a set of written comments. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. A reference list of those who made comments on the TIP is included at the end of section A of this volume. Summaries of the comments pertaining to New Jersey and Pennsylvania and the agency responses are provided in sections B, C and D of this volume, respectively.

**Delaware Valley Regional Planning Commission
Announces for Public Review:
The Draft FY 2003 - 2005
Transportation Improvement Program (TIP)
for the New Jersey Portion of the Region;
The Draft FY 2003 - 2006 TIP For the Pennsylvania Portion
of the Region;
and Amendments to the Year 2025 Long-Range Plan**

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the FY 2003 - 2005 Transportation Improvement Program (TIP) for the New Jersey portion of the region; the FY 2003 - 2006 TIP for the Pennsylvania portion of the region; and amendments to the DVRPC Year 2025 Long-Range Plan. The comment period will run from May 6 to June 5, 2002.

Public meetings to receive comments on these documents have been scheduled for **4:30 - 6:30 p.m.** on:

**WEDNESDAY - MAY 15, 2002
CAMDEN COUNTY COLLEGE**
Seminar Room - Gabriel Danch Center
College Drive
Blackwood, NJ

**WEDNESDAY - MAY 22, 2002
COLUMBIA STATION**
Club Room
4 Bridge Street
Phoenixville, PA

**WEDNESDAY, MAY 29, 2002
DVRPC CONFERENCE CENTER**
The Bourse Building - 8th Floor
111 South Independence Mall East
Philadelphia, PA

These meetings will also serve as the public meetings for the Draft 2003 - 2005 New Jersey Statewide Transportation Improvement Program (STIP).

Copies of the Draft TIPs and changes to the Long-Range Plan are available for review at numerous libraries throughout the region, as well as in DVRPC's library (located in The Bourse Building at the address listed above), and on the DVRPC web page at www.dvrpc.org. The documents will also be available for review at the public meetings.

Written comments should be mailed to TIP03/2025 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to tip-comments@dvrpc.org. All comments must be received no later than 4:30 p.m. on June 5, 2002.

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



MEDIA RELEASE

DVRPC

RELEASE: IMMEDIATELY (May 13, 2002)

CONTACT: Candace B. Snyder, Director, Communications and Public Affairs (215) 238-2875
Chick Dougherty, Associate Director of Transportation Planning (215) 238-2863
Barry Seymour, Assistant Executive Director, Regional Planning (215) 238-2831

DVRPC SEEKS FINAL PUBLIC COMMENT ON LAND USE AND TRANSPORTATION PLAN

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the FY 2003 - 2005 Transportation Improvement Program (TIP) for the New Jersey portion of the region; the FY 2003 - 2006 TIP for the Pennsylvania portion of the region; and amendments to the DVRPC Year 2025 Long-Range Plan. The comment period will run from May 6 to June 5, 2002.

A public meeting, which will be the final opportunity for New Jersey residents to comment on the TIP and Long Range Plan before finalization, will be held at Camden County College, College Drive, Blackwood, NJ on Wednesday, May 15, 2002. The meeting will occur from 4:30 pm to 6:30 pm in room 110 of the Gabriel Danch CIM Center.

This meeting will also serve as the public meeting for the Draft 2003-2005 New Jersey Statewide Transportation Improvement Program (STIP). The New Jersey STIP is available on the following website: <http://www.state.nj.us/transportation>.

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

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

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



Delaware Valley Regional Planning Commission

Phone: 215.592.1800

Fax: 215.592.9125

Web: www.dvrpc.org



MEDIA RELEASE

DVRPC

RELEASE: IMMEDIATELY (May 17, 2002)

CONTACT: Candace B. Snyder, Director, Communications and Public Affairs (215) 238-2875
Chick Dougherty, Associate Director of Transportation Planning (215) 238-2863
Barry Seymour, Assistant Executive Director, Regional Planning (215) 238-2831

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

Summary: The agency that funnels federal dollars into the Delaware Valley is seeking input from the public regarding how to prioritize transportation projects and how to move forward with the region's plan for the future. More than 500 projects and almost \$3.5 billion are at stake in the Pennsylvania portion of the region. Citizens are urged to participate and voice their concerns and needs.

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the FY 2003 - 2005 Transportation Improvement Program (TIP) for the New Jersey portion of the region; the FY 2003 - 2006 TIP for the Pennsylvania portion of the region; and amendments to the DVRPC Year 2025 Long-Range Plan. The comment period will run from May 6 to June 5, 2002.

Two public meetings, which will serve as opportunities for Pennsylvania residents to comment on the TIP and Long Range Plan before finalization, will be held **WEDNESDAY, MAY 22, 2002** at Columbia Station, 4 Bridge Street, **Phoenixville, Pa**; and **WEDNESDAY, MAY 29, 2002** in the DVRPC Conference Center, The Bourse Building, 111 South Independence Mall East, **Philadelphia, PA**. Residents are encouraged to attend between 4:30 pm and 6:30 pm. These meetings will also serve as the public meeting for the Draft 2003-2005 New Jersey Statewide Transportation Improvement Program (STIP). The New Jersey STIP is available on the following website: <http://www.state.nj.us/transportation>.

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

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

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111 South Independence Mall East
Philadelphia, PA 19106



Delaware Valley Regional Planning Commission

Phone: 215.592.1800

Fax: 215.592.9125

Web: www.dvrpc.org



MEDIA RELEASE

DVRPC

RELEASE: IMMEDIATELY (May 24, 2002)

CONTACT: Candace B. Snyder, Director, Communications and Public Affairs (215) 238-2875
Chick Dougherty, Associate Director of Transportation Planning (215) 238-2863
Barry Seymour, Assistant Executive Director, Regional Planning (215) 238-2831

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

Summary: The agency that funnels federal dollars into the Delaware Valley is seeking input from the public regarding how to prioritize transportation projects and how to move forward with the region's plan for the future. More than 500 projects and almost \$3.5 billion are at stake in the Pennsylvania portion of the region. Citizens are urged to participate and voice their concerns and needs.

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the FY 2003 - 2005 Transportation Improvement Program (TIP) for the New Jersey portion of the region; the FY 2003 - 2006 TIP for the Pennsylvania portion of the region; and amendments to the DVRPC Year 2025 Long-Range Plan. The comment period has been open since May 6 and will close on June 5, 2002.

A public meeting, which will serve as an opportunity for Pennsylvania residents to comment on the TIP and Long Range Plan before finalization, will be held **WEDNESDAY, MAY 29, 2002** in the DVRPC Conference Center, The Bourse Building, 111 South Independence Mall East, **Philadelphia, PA**. Residents are encouraged to attend between 4:30 pm and 6:30 pm. This meeting will also serve as the public meeting for the Draft 2003-2005 New Jersey Statewide Transportation Improvement Program (STIP). The New Jersey STIP is available on the following website: <http://www.state.nj.us/transportation>.

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Philadelphia, PA 19106



Delaware Valley Regional Planning Commission

Phone: 215.592.1800

Fax: 215.592.9125

Web: www.dvrpc.org



MEDIA RELEASE

DVRPC

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

RELEASE: IMMEDIATELY (July 10, 2002)

CONTACT: Charles Dougherty, DVRPC Associate Director, Transportation Planning (215-238-2863)
Elizabeth Shepherd, DVRPC TIP Manager (215-238-2938)
Candace B. Snyder, Director, DVRPC Office of Communications & Public Affairs (215-238-2875)

DVRPC FUNDS \$4.5 BILLION IN HIGHWAY AND TRANSIT IMPROVEMENTS FOR REGION

The Board of the Delaware Valley Regional Planning Commission (DVRPC) voted to *TIP the scales* in favor of major highway and public transit investments in both New Jersey and Pennsylvania when they recently adopted a Transportation Improvement Program (TIP) totaling \$4.5 billion for FY 2003.

The TIP is the agreed-upon list of specific priority transportation projects for the Delaware Valley. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The list is multi-modal, including highway, transit, bicycle, pedestrian and freight-related projects.

Every year in New Jersey and every other year in Pennsylvania, DVRPC develops a TIP that covers the Delaware Valley portions of each state. Subcommittees from both states worked on a draft TIP from November 2001 through April 2002. The resulting TIP meets all the requirements of federal laws and regulations, including those concerning financial constraint, air quality, and public involvement.

The New Jersey portion of the TIP, which provides funding for the period FY 2003-2005, averages well over \$300 million per year investing in nearly 190 projects. Approximately \$165 million per year is dedicated to the highway system, while \$139 million per year is reserved for DRPA/PATCO and NJ Transit projects.

-more-

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



Delaware Valley Regional Planning Commission

Phone: 215.592.1800

Fax: 215.592.9125

Web: www.dvrpc.org

The Pennsylvania portion of the TIP, which provides funding over the period FY 2003-2006, averages over \$860 million per year by advancing more than 500 projects. Over \$440 million each year is set aside for highway related projects, while \$420 million will go toward projects for SEPTA, Pottstown Urban Transit, and the Commonwealth's Keystone Service.

In an effort to invite extensive public involvement, DVRPC opened a public comment period from May 6 - June 5, 2002 and held a number of public meetings in both states. TIP documents were distributed to many local libraries and made available on DVRPC's website at www.dvrpc.org. One of the issues brought to the attention of the DVRPC Board was that of Swamp Road in central Bucks County. Members of the group Residents for Regional Traffic Solutions, which represents more than 3000 households throughout five townships in the county, presented their concerns regarding the need to correct a deficient culvert and thereby lift the weight restriction on Swamp Road. The group stated that the load restrictions on Swamp Road south of Worthington Mill Road are forcing quarry trucks to make a lengthy and hazardous detour through residential neighborhoods rather than use the more direct route along Swamp Road. They asked that two TIP projects on Swamp Road be advanced earlier than shown in the Draft TIP. The DVRPC Board affirmed its support of these projects and committed to providing construction funding as soon as the projects complete their environmental and engineering phases.

Also at the June Board meeting, DVRPC adopted its annual certification, affirming that its planning process is addressing the major issues facing the region in accordance with federal legislation and regulation.

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

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

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

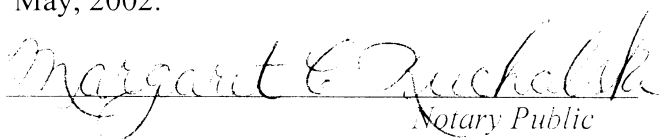
Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia County, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed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

May 8, 2002

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



Sworn to and subscribed before me this 8th day of May, 2002.


Notary Public

My Commission Expires:

NOTARIAL SEAL
Margaret C. Ruchalski, Notary Public
City of Philadelphia, Phila. County
My Commission Expires May 27, 2002

Copy of Notice of Publication

Public Meeting Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the FY 2003-2005 Transportation Improvement Program (TIP) for the New Jersey portion of the region; the FY 2003-2006 TIP for the Pennsylvania portion of the region; and amendments to the DVRPC Year 2025 Long-Range Plan. The comment period will run from May 6 to June 5, 2002.

Public meetings to receive comments on these documents have been scheduled for 4:30 - 6:30 p.m. on Wednesday, May 15, 2002, room 110, Gabriel Danch CIM Center, Camden County College, College Drive, Blackwood, NJ; Wednesday, May 22, 2002, Club Room, Columbia Station, 4 Bridge Street, Phoenixville, PA; Wednesday, May 29, 2002, DVRPC Conference Center, 8th floor, The Bourse Building, 111 South Independence Mall East, Philadelphia.

These meetings will also serve as the public meetings for the Draft 2003-2005 New Jersey Statewide Transportation Improvement Program (STIP).

Copies of the Draft TIPs and changes to the Long-Range Plan are available for review at numerous libraries throughout the region, as well as in DVRPC's library (located in The Bourse Building at the address listed above), and on the DVRPC web page at www.dvrpc.org. The documents will also be available for review at the public meetings.

Written comments should be mailed to TIP03/2025 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to tippcomments@dvrpc.org. All comments must be received no later than 4:30 p.m. on June 5, 2002.

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

PUBLIC MEETING NOTICE

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For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or via email at csnyder@dvrpc.org. (05/2002) (\$41.04)

S. Butler

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, State of New Jersey,

once on the 8th day of May 2002

Sworn and subscribed before me this 8th

day of May A.D. 2002


 OLGA NIEVES

Notary Public

NOTARY PUBLIC OF NEW JERSEY

Commission Expires 7/31/2002

The Philadelphia Tribune

Voice of the African-American Community Since 1884

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

(215) 893-4050

PROOF OR PUBLICATION

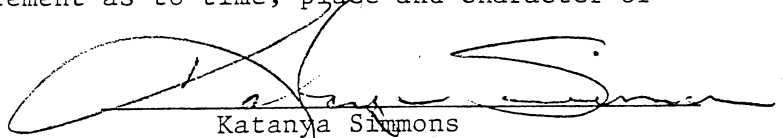
COUNTY OF PHILADELPHIA SS
STATE OF PENNSYLVANIA

KATANYA SIMMONS being duly sworn, deposes and says that THE PHILADELPHIA TRIBUNE is a semi-weekly newspaper published at 520-26 South 16th Street, Philadelphia, Penna. The publication attached hereto is exactly the same as the printed notice published in the regular edition of the said semi weekly newspaper on the following dates, viz:

MAY 10

AD 2002

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


Katanya Simmons

COPY OF NOTICE OF PUBLICATION

Sworn to and subscribed before me

LEGAL NOTICES

this 10 day of MAY 2002

Public Meeting Notice

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

NOTARIAL SEAL
BERTHAN GODFREY, Notary Public
City of Philadelphia, Phila. County
My Commission Expires Oct. 18, 2003

STATEMENT OF ADVERTISING COSTS:

DVRPC
111 SOUTH INDEPENDENCE MALL EAST
PHILADELPHIA, PA 19106
ATTN: TOM MCGOVERN, COMPTROLLER

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

\$ 459.38

PUBLISHED OF THE AFORESAID paid. OFFICE

OR ADVERTISING COSTS: The Philadelphia Tribune Co., Inc. publishers Tribune a semi weekly newspaper hereby acknowledges receipt of the advertising costs, and certifies that the same has been fully

th Street
, Pa. 19146

THE PHILADELPHIA TRIBUNE CO., INC.

By: _____

America's Oldest African American Newspaper

LEGAL NOTICE

PUBLIC MEETING NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the FY 2003-2005 Transportation Improvement Program (TIP) for the New Jersey portion of the region; the FY 2003-2006 TIP for the Pennsylvania portion of the region; and amendments to the DVRPC Year 2025 Long -Range Plan. The comment period will run from May 6 to June 5, 2002.

Public meetings to receive comments on these documents have been scheduled for 4:30-6:30pm. on Wednesday, May 15, 2002, room 110, Gabriel Danch CIM Center, Camden County College, College Drive, Blackwood, NJ.; Wednesday, May 22, 2002, Club Room, Columbia Station, 4 Bridge Street, Phoenixville, PA.; Wednesday, May 29, 2002, DVRPC Conference Center, 8th floor, The Bourse Building, 111 South Independence Mall East, Philadelphia.

These meetings will also serve as the public meetings for the Draft 2003-2005 New Jersey Statewide Transportation Improvement Program (STIP).

Copies of the Draft TIPs and changes to the Long-Range Plan are available for review at numerous libraries throughout the region, as well as in DVRPC's library (located in The Bourse Building at the address listed above), and on the DVRPC web page at www.dvrpc.org. The documents will also be available for review at the public meetings.

Written comments should be mailed to TIP 03/2025 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or fax to 215-592-9125; or e-mail to tip-comments@dvrpc.org. All comments must be received no later than 4:30pm on June 5, 2002.

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

State of New Jersey, } ..
Mercer County

Public Meeting Notice

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Fee \$38.64

5 & Times

JoAnn Bidlack

being duly sworn according to law, on his/her oath says that he/she is Bookkeeper for The Times Newspapers, a newspaper printed and circulated in the City of Trenton, in the County and State aforesaid, and the deponent further states he/she has personal knowledge that an advertisement, of which the annexed is a true copy, was published in the issue of

May 8th

2002

JoAnn Bidlack

Sworn and subscribed before me

this 8th day of May, 20 02

Notary Public for N.J.

MARTIN B. STEWART

NOTARY PUBLIC OF NEW JERSEY

MY COMMISSION EXPIRES AUG. 28, 2002

May 3, 2002

NOTICE TO ALL LIBRARIANS
PARTICIPATING IN THE DVRPC PUBLIC OUTREACH PROGRAM

**SUBJECT: DVRPC Draft Transportation Improvement Program (TIP)
for New Jersey (Fiscal Years 2003 - 2006)**

The Delaware Valley Regional Planning Commission (DVRPC) serves as the metropolitan planning organization (MPO) for the nine-county metropolitan area that includes Burlington, Camden, Gloucester, and Mercer counties in New Jersey; and Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania. As such, the DVRPC is required to develop a Transportation Improvement Program (TIP) which identifies all priority transportation projects for which federal funds will be sought as well as a long range transportation plan. Public participation is an essential element of this process.

Your willingness to be a part of this process is vital to its success. We ask that you exhibit the enclosed documents and poster them in a location that is readily accessible to your patrons. The enclosed media release outlines the purpose of these publications and the public outreach effort that has been designed to elicit comments. The public has been directed to send their comments to DVRPC. If you receive any written comments on the Draft TIP or the Amendments to the Year 2025 Long Range Plan, please mail them to TIP03/2025 Comments, c/o DVRPC Public Affairs Office, 11 South Independence Mall East, Philadelphia, PA 19106 by 4:30 p.m. on June 5, 2002. Any questions regarding your role in the program should be addressed to Eileen Gallagher, DVRPC Librarian, at 215-238-2817.

I would like to thank you in advance for your efforts on our behalf and your enthusiastic response. Your participation is very much appreciated.

Sincerely yours,

John J. Coscia,
Executive Director

May 3, 2002

NOTICE TO ALL LIBRARIANS
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FY 2003 Transportation Improvement Program

New Jersey Libraries Displaying the TIP

Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107
Monroe Township Public Library 308 S. Main Street Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Rd. Mullica Hill, NJ 08062
Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Camden County Library 203 Laurel Road Voorhees, NJ 08043	Camden County Library Gloucester Rotary Public Library 15 Blackhorse Pike Blackwood, NJ 08012
Camden County Library Echelon Mall, Store #2105 Voorhees, NJ 08043	

FY 2003 Transportation Improvement Program

Pennsylvania Libraries Displaying the TIP

Ramonita G. Derodriquez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123	Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107
Northwest Regional Library 68 W. Chelton Avenue Philadelphia, PA 19144	McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134
Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149	Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103
West Philadelphia Regional Library 125 S. 52 nd Street Philadelphia, PA 19139	Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103
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 7 th Street Philadelphia, PA 19106	

List of Public Commentors

<u>Item #</u>	<u>Commentor - (Who sent in Comment)</u>	<u>County/Project</u>
#1	DVRPC Regional Citizens Committee (PA TIP Comments)	Regional, PA/Multiple
#1A	DVRPC Regional Citizens Committee (Swamp Road Resolution)	Bucks/Swamp Rd.
#1B	DVRPC Regional Citizens Committee (NJ TIP Comments)	Regional, NJ/Multiple
#2	Mary Beth Beck, citizen	Montgomery/Multiple
#3	Pennsylvania Turnpike Commission	N/A
#4	R. Wagenman, Township Manager, Upper Merion Township	Montgomery/PA 23
#5	M. Cassel, Chester County TMA	Chester/Multiple
#6	D. Edwards, Phoenixville Public Work Director	Chester/French Crk. Pkwy.
#7	B. Cohen, Phoenixville Chamber of Commerce	Chester/French Crk. Pkwy.
#8	P. Quinn, Greater Valley Forge TMA	Chester/French Crk. Pkwy.
#9	M. Daily, State Representative, 146 th District	Montgomery/Swamp Pike
#10	J. Jin, Edwards & Kelsey	N/A
#11	T. Snyder, Schwenksville Borough Manager	Montgomery/New
#12	G. Haverly, President Gulph Mills Civic Assoc.	Montgomery/I-76 at Henderson
#13	R. Brown, Citizen	New Jersey
#14	T Carnavale, Carnivale Eustis Architects	Chester/French Crk. Pkwy.
#15	L. Eustis, Carnivale Eustis Architects	Chester/French Crk. Pkwy.
#16	R. Gross, Vanguard Group	Montgomery/US 202 Sec.300
#17	T. Fagan, Chairman of SCCOOT	Chester/Route 41
#18	M Murphy, Citizen	Chester/Downingtown Bypass
#19	E. McNeely, West Chester Borough Manager	Chester/322 Bypass
#20	J. Pickett, Director Delaware County Planning	Delaware/Elwyn-Wawa
#21	P. And L. Ozaroff, Citizens	Bucks/Swamp Rd.
#22	D. Keating, Keating Building Corp.	Montgomery/I-76 at Henderson
#23	S. Detterline, McCormick, Taylor and Assoc.	Delaware/Bridges
#24	D. And M. Kosmorsky, Citizens	Bucks/Swamp Rd.
#25	D. Needham, Chair. American Mushroom Inst.	Chester/Multiple
#26	T. Fedorchak, Lower Makefield Township Mgr.	Bucks/Swamp Rd.
#27	D. Sonenshein, Upper Merion Bd. Of Commissioners	Montgomery/Pennswood Bridge
#28	Bicycle Coalition of Greater Philadelphia	Southeast PA/Multiple
#29	J. Vlahos, Chmn, New Hanover Twshp Bd of Supervisors	Montgomery/Swamp at 663
#30	J. Berkey, Citizen	Chester/Route 41
#31	S. McCue, Citizen	Chester/Route 41
#32	R. Pennington, Citizen	Chester/Route 41
#33	J. And L. Langille, Citizen	Chester/Route 41
#34	M. Pennington, Citizen	Chester/Route 41
#35	D. And R. Cunningham, Citizens	Chester/Route 41
#36	R. Cleveland, Citizen	Chester/Route 41

List of Public Commentors

<u>Item #</u>	<u>Commentor - (Who sent in Comment)</u>	<u>County/Project</u>
#37	M. McCue, Citizen	Chester/Route 41
#38	F. Smith, Citizen	Chester/Route 41
#39	M. McCue, Citizen	Chester/Route 41
#40	L. Aita, President Penn's Preserve	Bucks/Swamp Rd.
#41 & 41-A	Residents for Regional Traffic Solutions (RTS)	Bucks/Swamp Rd.
#42	S. Herman, RTS, Citizen	Bucks/Swamp Rd.
#43 & 43-A	D. Steil, 31 st Dst. State Representative/ B. Mallory PA Sect'y of Transportation	Re: Bucks/Swamp Rd.
#44	J. Conti, State Senator, 10 th District	Re: Bucks/Swamp Rd.
#45	D. Tonge, Treasurer Newtown Grant Homeowners Assoc.	Bucks/Swamp Rd.
#46	W. and I Koehler, Citizens	Bucks/Swamp Rd.
#47	S. Tancredi, Coordinator Tri-State Transportation Campaign	Regional/Multiple
#48	C Bode, Chair. Tri-State Citizen's Council on Transportation	Regional/Multiple
#49	A. Hershey, State Representative 13 th District	Re:Chester/Route 41
#50	R. Ball, CEO AMC Group	Montgomery/I-76 at Henderson
#51	K. Friedman, Citizen, Member of RTS	Bucks/Swamp Rd.
#52	S. Danastorg, Citizen	Bucks/Swamp Rd.
#53	P. Fontaine, Montgomery, McCracken, Walker &	Re:Chester/Route 41
#54	E. F. Rhoads, Citizen	Chester/Route 41
#55	J. Rhoads, Citizen	Chester/Route 41
#56	C. Dixon, Planner	Chester/French Crk. Pkwy.
#57	W. Carpbem, Citizen	Re: SEPTA
#58	E. Cohen, Sustainable Society Action Project (SSAP)	Regional/Multiple
#59	K. MacKavanagh, Delaware Valley Goods Movement Task Force	Regional/Multiple
#60	W. Logan, Phoenix Property Group, Borough, Delta Organization	Chester/French Crk. Pkwy.
#61	D. Edwards, Phoenixville Public Works Director	Chester/French Crk. Pkwy.
#62	J. Messina, Phoenixville Councilman, Planning Commission	Chester/French Crk. Pkwy.
#63	P. McMillian, Sanofi-Synthelabo	Re:Chester/202 Sec. 300
#64	M. Honesty, Chmn. E. Whiteland/Tredyffrin Joint Trans. Auth.	Re:Chester/202 Sec. 300
#65	C. Schroeder, State Representative, 155 th District	Re:/202 Sec. 300
#66	L. Beccaria, CEO Phoenixville Community Health Foundation	Chester/French Crk. Pkwy.
#67	R. Manco, Site Director for Unisys	Re:/202 Sec. 300
#68	T. Woodman, Township Manager East Whiteland	Re:/202 Sec. 300
#69	K. Mahoney, Executive Director Phoenixville Hospital	Chester/French Crk. Pkwy.
#70	Bicycle Coalition of Greater Philadelphia	Southwest NJ/Multiple
#71	Jeff Taylor, Citizen	NJ/Route 45 & 295/76/42
#72	Ed Hicks, Citizen	Gloucester/Route 55
#73	C. Williams, State Senator, 17 th District	Montgomery/I-76 at Henderson

FY 2003 Transportation Improvement Program

**Volume IV
Public Comments and Agency Responses**

**Part B
Compilation of Public Comments
New Jersey Subregion**

FY 2003 Transportation Improvement Program Brief Summary of Comments

New Jersey Subregion

<i>Comments of the Regional Citizens Committee (RCC) Transportation Subcommittee (Preliminary comments)</i>
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RCC Project Specific Comments

Item # 1-B (1)

(DB#00377) Request (National Park, NJ to Broad St. in South Phila): The RCC recommends initiating ferry service as soon as practical and believes that consideration should be given to a route from National Park to Philadelphia International Airport (both auto and passenger service.)
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Item # 1-B (2)

(DB#X242A) Reflectors should be used in lieu of highway lighting.
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Item # 1-B (3)

(DB#DR011) The RCC believes that the DVRPC-PATCO Parking Needs assessment study should be used to indicate bus feeder route needs to NJ Transit and new train route needs. Bicycle and pedestrian needs should also be studied.
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Item # 1-B (4)

(#G052 - Gloucester County Inventory of Problems - Not currently on TIP) The committee believes that this project should be advanced to Study and Development as quickly as possible. Consideration should be given to providing a new congestion relieving lane and a Rt-55 N off-ramp exiting onto Rt-42 in the left most lane (adjacent to or in the median) of Northbound Rt-42.

Item # 1-B (5)

(TIP#2374 - Delaware River Tram): The RCC continues to oppose the Delaware River Tram for the following reasons: <ul style="list-style-type: none"> a) There is no justification for the project; b) This project is tantamount to an amusement park ride; c) There is much concern about the operation of the tram in different weather extremes; DRPA should focus on its core mission which is to expand PATCO operations; d) The agency should be addressing other, more timely transportation issues
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FY 2003 Transportation Improvement Program Brief Summary of Comments
Item # 1-B (6) (TIP#2340A & B - I-295/76/NJ42) Missing Moves and Direct Connection): On the basis of safety concerns, the RCC supports the missing Moves and Direct Connection. However, the committee feels these projects should not move forward until transit is more thoroughly examined. As the RCC recommended in 1998, transit alternatives can significantly address the mobility pressures of the area: data in the Burlington-Gloucester MIS needs to be considered. Specifically, the alternatives to be studied should include Light rail and modified light rail (modified PATCO) alternatives to Mantua where the Camden-Glassboro freight line intersects Route 55.
Item # 1-B (7) (DB#T300 - Transit Rail Initiatives): The RCC requests the status of the study regarding the extension of the Trenton to Camden light rail line by NJT and the study of the extension of the PATCO Systems by DRPA. Furthermore, the committee feels that the Atlantic City Rail Line Improvements should include -- <ul style="list-style-type: none">a. The addition of one peak direction round-trip;b. Lessen travel time of each run by 20-35 minutes to what it was 50 years ago;c. Directly extend service to Suburban Station. In addition, the RCC encourages vigorous consistency with the New Jersey State Development and Redevelopment Plan, with particular emphasis on the transportation improvements listed above. In general, transit should be expanded to realize the vision outlined in the DVRPC Year 2025 Long-Range Plan.
Item # 1-B (8) (DB#00302): Route 55 seems to be in a study phase. The committee questions the advisability of widening Route 55 further out in Gloucester County to Cape May in rural areas. This is also a wetland area and this causes environmental concerns.
RCC General Comments
Item # 1-B (1) The RCC needs more detailed information in project explanations for proper evaluation.

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item # 1-B (2)</p>

<p>We could make better evaluations and help alleviate public concerns if we had project impact study information.</p>
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<p>Item # 1-B (3)</p>

<p>The committee believes that municipal master plans are needed. DVRPC should create a series of overlays for rail lines, highways, transit, watersheds, bicycle paths, etc. for municipal use and guidance.</p>

<p>Item # 1-B (4)</p>

<p>The New Jersey CMAQ and TE processes should be competitive and should be modeled after Pennsylvania's process.</p>

<p>Item # 1-B (5)</p>

<p>We need better and more informed representation and participation from county and local officials in the NJ sub-committee project review process, although some improvement has been noted.</p>
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<p>Item # 1-B (6)</p>

<p>We need more evidence of effective cooperation and coordination in planning between DVRPC, NJ Transit, DRPA/PATCO, NJTP and NJDOT.</p>

<p><i>Comments from Individuals and Groups</i></p>

<p>Item #57</p>

<p>Multiple issues , including:</p>

<p>SSAP is against the Delaware River Tram.</p>

<p>(DB T107) Support for Project</p>

<p>(DB T300) Concern that "most projects are of minimal interest to Delaware Valley."</p>

<p>Item #70</p>

<p>Multiple issues, including:</p>

<p>Expressed concerns about funding breakdowns, including feeling that 17% spent on "New Capacity" projects is too high; bicycle accommodation, TE and CMAQ issues; and several individual project comments.</p>
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<p>Item #71</p>

<p>Multiple comments to DVRPC RCC concerning NJ State Route 45, and the I-295/76/42 Interchange.</p>
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<p>FY 2003 Transportation Improvement Program Brief Summary of Comments</p>
<p>Item #72 Comments to DVRPC RCC concerning Route 55, Gloucester County Inventory of Problems.</p>

FY 2003 Transportation Improvement Program

**Volume IV
Public Comments and Agency Responses**

**Part C
Compilation of Public Comments
Pennsylvania Subregion**

<p style="text-align: center;">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>
<p style="text-align: center;">Pennsylvania Subregion -</p>
<p><i>Comments of the Regional Citizens Committee (RCC) Transportation Subcommittee (Preliminary comments)</i></p>
<p>Item #1 (1) (MPMS #48172 - PA 23): Opposition is highly likely. This project would convert what is now a local residential street (Chelsea Drive) into a four-lane segment of Route 23. The area was assured years ago that the Route 23 project was permanently halted a mile west of Bridgeport. The RCC questions whether there has been community involvement in this project.</p>
<p>Item #1 (2) (MPMS #16197 - Greenwood Ave. Bridge): This bridge replacement should meet ADA standards. This would allow wheelchair passengers at Jenkintown Station to use sidewalks to pass between platforms.</p>
<p>Item #1 (3) (MPMS #17135 - 30th Street Station Intermodal Gateway): Direct, secure alternatives should be proposed for pedestrian passage between the Market Street Subway and both Amtrak and SEPTA Regional Rail at 30th Street Station.</p>
<p>Item # 1 (4) (TIP#0537 - Alternative Fuel Project): The RCC supports and urges quick acquisition of hybrid or other low or zero emission buses.</p>
<p>Item #1 (5) (MPMS #PA01 - Keystone Harrisburg Line): This project should include centralized traffic control, especially where SEPTA operates.</p>
<p>Item # 1 (6) (TIP#SO14 - Station Accessibility): The RCC supports accessibility but questions whether SEPTA has explored the interim strategy of making cars, rather than stations, serve as the critical element in ADA compliance (i.e., wheelchair lifts on each train instead of ramps on every platform).</p>

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item # 1 (7)</p>

<p>(TIP#SO60 – Rail Stations and Parking Program): The RCC believes that “market driven” pricing should be used; i.e., pricing for parking at different rail stations should be considered.</p>

<p>Item # 1 (8)</p>

<p>(TIP#SO74 – Schuylkill Valley Metro):</p>
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<p>The RCC enthusiastically endorses the concept of providing rail passenger service over the full distance between Center-City Philadelphia and Center-City Reading and vicinity. The RCC also recommends providing rail service to this corridor much earlier than the projected seven-year completion date, namely within one year. In addition, rail service from Philadelphia to Quakertown and Allentown/Bethlehem (the former Reading Railroad route) should be added to the long-range plan, in light of the addition of rail service in the Philadelphia- Reading corridor.</p>
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<p>Item # 1 (9)</p>

<p>(TIP#SEP01 - Elwyn-Wawa Rail Improvements): The committee believes that the cost escalation from \$15 million to \$50 million is excessive.</p>
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<p>Item #1 (10)</p>

<p>(MPMS #16489 - Betzwood Bridge):</p>

<p>The RCC believes that this project should be completed as quickly as possible; this bridge needs immediate replacement.</p>
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<p>Item #1 (11)</p>

<p>(TIP#9345 - Krewstown Road Bridge): The RCC opposes the construction of a new bridge at this location.</p>

<p>Item #1 (12)</p>

<p>Bicycle Network Program (formerly TIP#9703):</p>

<p>The RCC is disappointed that this project was removed from the TIP and questions the status of the project and the CMAQ funds that were allotted for the Program. In Pennsylvania, many bicycle-specific and improvement projects have been dropped, such as the Chester Valley Trail. In addition, the Bicycle Improvement placeholder which retained an engineer to review bicycle improvements in various projects was dropped. Where did these funds go?</p>

<p>Item # 1 (13)</p>

<p>(Comment on SEPTA funding)</p>

<p>The RCC notes that this is the first year that SEPTA has shown a decrease in its share of funding. The committee questions this since the agency is borrowing from its capital budget for operating expenses.</p>
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FY 2003 Transportation Improvement Program Brief Summary of Comments

Item #1 (14)
(MPMS #62863 - PA 100 Vanguard Improvement):
The RCC opposes this project.

(MPMS # 13683 and 64780 - Swamp Road Corridor Improvement and Culvert Replacement)
The RCC submitted the following resolution. (Item 1-A)

RESOLUTION: OPEN SWAMP ROAD TO HEAVY TRUCKS

*STOP THE DIVERSION OF HEAVY TRUCKS ONTO MINOR RESIDENTIAL
COLLECTOR ROADS AND AWAY FROM THE NEWTOWN BYPASS, THE SAFEST
HIGHWAY*

The DVRPC Regional Citizens Committee (RCC) is concerned about the history of individual culvert or bridge load downgrading at different times on Swamp Road between the Rushland-area quarries and the Newtown Bypass. Each has perpetuated the hazardous detour of heavy trucks carrying aggregate over parallel residential roads.

We therefore recommend that any culverts and bridges actually or potentially justifying detours away from Swamp Road be replaced under the same project, TIP B13, and that this project should be prioritized to FY 2003.

In addition, TIP B11 should be considered for prioritization.

The projects listed below should be delayed until all such culverts and bridges in amended TIP B13 are replaced to allow heavy truck traffic to use Swamp Road to access the Newtown Bypass.

(Resolution continued)

Projects	MPMS#13357 TIP#5533	PA332, Richboro Road (Bridge) over Neshaminy Creek, Bridge Replacement Newtown Twp., Northampton Twp.
	MPMS#13347 TIP#0508	I-95/PA Turnpike Interchange PA Turnpike Interchange 28 to US 130 (NJ) and portions of I-95 Bristol Twp.

Item #1
General Comment:
All bridge replacement projects should be ADA compliant and should provide for sidewalks on both sides of the structure.

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p><i>Comments By Individual Citizens and Groups</i></p>

<p>Item # 2</p>

<p>General concerns about traffic problems in the West Conshohocken area, especially heavy traffic volume traveling on smaller residential streets in order to avoid tie-ups on major roadways and intersections.</p>

<p>Item # 2</p>

<p>(MPMS # 16688 - PA 23 River Road Intersection At Balligomingo Rd.) General concerns about heavy volumes exiting/entering I-76 and I-476 near Matsons Ford Road.</p>
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<p>Item #4</p>

<p>(MPMS # 16211 - I-76 and MPMS # 48187 - Henderson Road) Upper Merion Township requests programming of funds for right of way acquisition and final design costs for both projects into the FY 2003-2006 TIP.</p>

<p>Item #4</p>

<p>(MPMS # 48172 - PA 23) Request from Upper Merion Township to advance the right of way and final design phases.</p>

<p>Item # 5</p>

<p>(MPMS # 14532 - Route 30/Downingtown Bypass) Concerns that pre-construction and construction funds are programmed too far in the future.</p>

<p>Item # 5</p>

<p>(MPMS # 14484 - PA Route 41) Concerns that pre-construction and construction funds are programmed too far in the future for PA Route 41 between Delaware and Route 926.</p>
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<p>Item # 5</p>

<p>(MPMS # 15385 - Route 202, Section 100) Concerns that pre-construction and construction funds are programmed too far in the future.</p>
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<p>Item # 5</p>

<p>General concern about funding for congestion mitigation on Route 202.</p>
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<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item # 6, 7, 8, Oral Comments (MPMS # 57659 - French Creek Parkway) Concerns that construction funds are programmed too far in the future for the French Creek Parkway. Prioritize/advance.</p>
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<p>Item # 10 General comment that there is no definition for FD.</p>
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<p>Item # 9 (MPMS #16741 - Swamp Road at PA 663, Montgomery County) Concern that this project has no funding programmed in the 2003-2006 TIP. Request to prioritize/advance.</p>
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<p>Item # 11 Request to put a project on the TIP: Please include the realignment of State Game/Park Avenue, State Routes 29/73, and Route 158 in the 2003-2006 TIP.</p>

<p>Item # 12 (MPMS # 16211 - I-76 at Henderson Road) Request to advance the Henderson Road ramps at westbound I-76 to the first four years of the 2003-2006 TIP.</p>
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<p>Item # 13 Sent in a copy of DVRPC's public meeting notice and "Highlights" document, but without comments.</p>

<p>Item #14 (MPMS # 57659 - French Creek Parkway at Phoenix Steel sight) Concern that programmed funding has been shifted to FY 04 and FY 05 of the 2003-2006 TIP.</p>
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<p>Item #15 (MPMS # 57659 - French Creek Parkway at Phoenix Steel site) Concern that programmed funding has been shifted further to FY 04 and FY 05 of the 2003-2006 TIP</p>
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<p>Item # 16 (MPMS #13945/64493 - US Route 202, Section 300) Request to advance section 300 of Route 202 to an earlier year in the TIP.</p>

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item #17</p>

<p>(MPMS # 14484 - PA Route 41)</p>

<p>Concerns that design and right of way acquisition has been shifted out of FY 04 and programmed too far into the future for PA Route 41 between Delaware and Route 926.</p>

<p>Item #18</p>

<p>(MPMS #14572 - US 30, Coatsville- Downingtown Bypass Interchange)</p>
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<p>Request for specific information about right of way design in relation to property lines, and noise wall specifications.</p>

<p>Item # 19</p>

<p>Request to add a project to the TIP:</p>

<p>Please include the Route 322 By-Pass/US Route 202 Completion Project in the TIP, specifically, exit ramps to/from Route 202 and Route 322.</p>

<p>Item #20</p>

<p>(Number 8)(MPMS #47994 - US 13, Chester Pike/MacDade Blvd.)</p>
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<p>Delaware County states that State funding should be indicated as a funding source instead of "Local Match" for this project.</p>

<p>Item #20</p>

<p>(Number 15)(MPMS #61695 - Oakland Road Corridor.)</p>
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<p>Delaware County states that Local match should be reduced to \$125,000.</p>
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<p>Item #21</p>

<p>(MPMS # 13683 and 64780 - Swamp Road Culvert Replacement and Corridor Improvement)</p>

<p>Concerns about no construction funds programmed for culvert replacement or on Swamp Road between Route 413 and Rushland Road during TIP period, FY2003—2006. Request to prioritize/advance, and delay MPMS #13347 and #13357 until Swamp Road can be opened to heavy truck traffic.</p>
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<p>Item #22</p>

<p>(MPMS #16211 - I-76 at Henderson Road)</p>

<p>Request to advance the Henderson Road ramps at westbound I-76 to the first four years of the 2003-2006 TIP.</p>
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<p>Item #23</p>

<p>(MPMS #15185 - Old Forge Rd. Bridge)</p>

<p>Request to program construction in the FY2003-2006 TIP period.</p>

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item #23 (MPMS # 15188 - Crum Creek Road Bridge) Request to program construction in the FY2003-2006 TIP period.</p>
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<p>Item #23 (MPMS # 47993 - 7th Street Bridge) Request to program construction in the FY2003-2006 TIP period.</p>
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<p>Item #23 (MPMS # 47988 - Locksley Rd. Bridge) Request to program construction in the FY2003-2006 TIP period.</p>

<p>Item #23 (MPMS # 57770 - Grant Avenue Bridge) Request to program construction in the FY2003-2006 TIP period.</p>

<p>Item #23 (MPMS # 57772 - Convent Road Bridge) Request to program construction in the FY2003-2006 TIP period.</p>

<p>Item #23 (MPMS # 47992 - New Road Bridge) Request to program construction in the FY2003-2006 TIP period.</p>

<p>Item #23 Add two bridge projects to the first four years of the PA 12 Year Transportation Plan.</p>
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<p>Item #24 (MPMS # 13683 - Swamp Road Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p>Item #25 (TIP #'s 6905, 6779, 6960, C23, 6813, 6916, 6928) General Comment in support of projects on US Route 1, PA Route 41, and PA Route 52 progressing as scheduled, prioritize/advance.</p>

<p>Item #26 (MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p>Item # 27 (MPMS # 16216 - Pennswood Bridge Replacement) Request to Prioritize/Advance.</p>

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item #27</p>

<p>Request to add a project to the TIP : Ardmore Transit Center.</p>
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<p>Item #27</p>

<p>(MPMS #48180 - Montgomery Avenue Traffic Signal Loop)</p>
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<p>Request to Prioritize/Advance.</p>

<p>Item #28</p>

<p>(Multiple issues addressed) Expressed concerns about funding breakdowns, including feeling that 17% spent on "New Capacity" projects is too high; bicycle accommodation, TE and CMAQ issues; and several individual project comments.</p>
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<p>Item # 29</p>

<p>(MPMS # 16741 - Swamp Road, Montgomery County intersection at PA Route 663)</p>
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<p>Request to Prioritize/Advance construction into TIP period.</p>
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<p>Item #30</p>

<p>(MPMS #14484 - PA Route 41)</p>

<p>Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p>Item #31</p>

<p>(MPMS #14484 - PA Route 41)</p>

<p>Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p>Item #32</p>

<p>(MPMS #14484 - PA Route 41)</p>

<p>Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p>Item #33</p>

<p>(MPMS #14484 - PA Route 41)</p>

<p>Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p>Item #34</p>

<p>(MPMS #14484 - PA Route 41)</p>

<p>Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p>Item #35</p>

<p>(MPMS #14484 - PA Route 41)</p>

<p>Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p>Item #36</p>

<p>(MPMS #14484 - PA Route 41)</p>

<p>Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item #37 (MPMS #14484 - PA Route 41) Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>

<p>Item #38 (MPMS #14484 - PA Route 41) Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>

<p>Item #39 (MPMS #14484 - PA Route 41) Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>

<p>Item #39 (MPMS #14484 - PA Route 41) Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>

<p>Item #40 (MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p>Item #41 (MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p>Item #42 (MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p>Item #43 (MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p>Item #44 (MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p>Item #45 (MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p>Item #46 (MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction.</p>

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

Item #47

(Multiple issues addressed)

Expressed concerns about funding breakdowns, including feeling that 17% spent on "New Capacity" projects is too high; bicycle accommodation, TE and CMAQ issues; and several individual project comments.

Item #47

General concern expressed about using CMAQ money for ITS projects.

Item #47

(MPMS # 62863 - Vanguard Route 100 Project)

Concerns about this project setting a bad precedent.

Item #47

General concern that the Roosevelt Boulevard transit project does not appear on the TIP.

Item #48

(Multiple issues addressed) Expressed concerns that majority of TIP projects encourage single occupant vehicle travel and sprawl, and are missing important projects to encourage transit use. Includes suggestions for new TIP projects.

Item #49

(MPMS #14484 - PA Route 41)Support of projects on US Route 1, PA Route 41 including bypass, progressing as scheduled, prioritize/advance.

Item #50

(MPMS #16211 - I-76 at Henderson Road) Request to advance the Henderson Road ramps at westbound I-76 to the first four years of the 2003-2006 TIP.

Item #51

(MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, , Bucks County) Request to Prioritize/Advance construction. Delay #13347 and #13357 until Swamp Road can be opened to heavy truck traffic.

Item #52

(MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County) Request to Prioritize/Advance construction. Delay #13347 and #13357 until Swamp Road can be opened to heavy truck traffic.

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item #53 (MPMS # 14484 - PA Route 41 Study of Reconstruction) Objects to the TIP based on the challenge that this Route 41 project is considered "exempt" from air quality analysis.</p>

<p>Item #54 (MPMS #14484 - PA Route 41) Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p>Item #55 (MPMS #14484 - PA Route 41) Support for PA Route 41 Bypass at Avondale, prioritize/advance.</p>
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<p>Item #56 (MPMS # 57659 - French Creek Parkway) Concerns that construction funds are not programmed in TIP, programmed too far in the future for the French Creek Parkway. Prioritize/advance.</p>
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<p>Item #57 General service concerns about the SEPTA Route 99 Bus. Request for increased headways, Sunday service.</p>
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<p>Item #58 Multiple Concerns (TIP # S006 - Wayne Junction to Glenside Track and Signal Improvements) Comment about use of motor alternator substations.</p>
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<p>Item #58 (TIP # S008 - Capital Asset Leases) Comment that this is a poor funding mechanism.</p>
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<p>Item #58 (TIP # S031 - Cross County Metro) Comment that project is poorly planned. Suggests Trenton as eastern terminal, and using same tracks as freight operations.</p>
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<p>Item #58 (TIP # S071 - Eastwick Transportation Center) "Should not require extensive investment."</p>
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<p>Item #58 (TIP S074 - Schuylkill Valley Metro) Concerns about planning for high level platforms, patronage projections, non-electric operations, and ability to extend service.</p>

<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

<p>Item #58 (TIP # S087 – Fare Collection System) Concern to prioritize project.</p>
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<p>Item #58 (TIP # S090 - Transit Enhancements) Concern about selected projects.</p>
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<p>Item #58 (TIP # S094 - Elwyn to Wawa Rail Improvements) Concern about expense of project.</p>
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<p>Item #58 (TIP # S097 - Trackless Trolley Acquisition) Important commitment.</p>
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<p>Item #58 General Comment of concern about no inclusion of the “Roosevelt Boulevard/Northeast Subway Project.”</p>
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<p>Item #58 (TIP # S094) Request from Delaware County to program construction funding for the R3 Elwyn to Wawa Rail Improvement Project in FY 2005 and FY 2006.</p>

<p>Item # 59 See “Comments by Delaware Valley Goods Movement Task Force” section, below.</p>
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<p>Item #60 (MPMS #57659 - French Creek Parkway) Concerns that construction funds are not programmed in TIP. Prioritize/advance.</p>
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<p>Item #61 (MPMS #57659 - French Creek Parkway) Concerns that construction funds are not programmed in TIP. Prioritize/advance.</p>
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<p>Item #62 (MPMS #57659 - French Creek Parkway) Concerns that construction funds are not programmed in TIP. Prioritize/advance.</p>
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<p>Item #63 (MPMS #13945/64493 - US Route 202, Section 300) Request to advance section 300 of Route 202 to an earlier year in the TIP.</p>
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<p align="center">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>

Item #64

(MPMS #13945/64493 - US Route 202, Section 300)

Request to advance section 300 of Route 202 to an earlier year in the TIP.

Item #65

(MPMS #13945/64493 - US Route 202, Section 300)

Request to advance section 300 of Route 202 to an earlier year in the TIP.

Item #66

(MPMS #57659 - French Creek Parkway)

Concerns that construction funds are not programmed in TIP. Prioritize/advance.

Item #67

(MPMS #13945/64493 - US Route 202, Section 300)

Request to advance section 300 of Route 202 to an earlier year in the TIP.

Item #68

(MPMS #13945/64493 - US Route 202, Section 300)

Request to advance section 300 of Route 202 to an earlier year in the TIP.

Item #69

(MPMS #57659 - French Creek Parkway)

Concerns that construction funds are not programmed in TIP. Prioritize/advance.

Item #70

Multiple Issues.

Expressed concerns about funding breakdowns, including feeling that 17% spent on "New Capacity" projects is too high; bicycle accommodation issues.

Item #73

(MPMS #16211,48187, and 48172) (I-76 at Henderson Road and Route 23 projects)

Request to Prioritize/Advance construction.

Oral Comments

MPMS #50519 - Phoenix Column Truss Bridge)

Request to prioritize/advance construction funding from FY04 to FY03.

Oral Comments

(MPMS #57659 - French Creek Parkway)

Concerns that construction funds are not programmed in TIP. Prioritize/advance.

FY 2003 Transportation Improvement Program Brief Summary of Comments

Oral Comments

(MPMS 13683 and 64780 - Swamp Road and Culvert Replacement, Bucks County)
Request to Prioritize/Advance construction. Delay #13347 and #13357 until Swamp Road can be opened to heavy truck traffic.

Comments By Delaware Valley Goods Movement Task Force

Item # 59 - The Task Force made the following comments:

As presented, the draft TIPs merit support for adoption.

1. Capacity additions to the regional highway system which combat congestion and pollution, reduce vehicle miles of travel, and improve service reliability are strongly supported.
2. The recommended ramp, bridge, and signal system improvements are critical to freight operations.
3. The many ITS initiatives in the TIP should be leveraged as much as possible to advance security goals and objectives.
4. The freight community should receive advance notification of the next round of funding for the CMAQ program (Congestion Mitigation and Air Quality Improvement Program).
5. It is important that individual members of the freight community work closely with DVRPC regarding Congressionally-mandated projects (e.g., Tioga Marine Terminal truck gate, North Delaware Avenue extension, CSX Trenton Line clearance project, and Philadelphia Naval Shipyard access project).
6. Transportation investments (like those proposed in the cities of Chester and Trenton) are vital spurs to community revitalization.
7. Great care must be taken not to irreparably disrupt freight rail services by initiating commuter rail services on existing freight lines (e.g., the Schuylkill Valley Metro and the Cross-County Metro).
8. DVRPC should prepare a list of TIP projects that promote goods movement to highlight those of greatest interest to freight carriers and shippers.

<p style="text-align: center;">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>
<p><i>Comments by the Pennsylvania Turnpike Commission</i></p>
<p>The Pennsylvania Turnpike has advised DVRPC that the cost and schedule estimates for the I-95 / Pa Turnpike Interchange project (MPMS# 13347) have been updated during the development of the draft EIS as follows:</p> <p>Final Design: \$38.6M FY03, \$18.1M* Later FYs; Right-of-Way: \$17.1M FY04, \$0.6M* Later FYs; Utilities: \$12.0M FY05, \$1.0M* Later FYs; Construction: \$40.2M FY05, \$38.3M FY06, \$226.7M Later FYs, \$143.5M* Later FYs. The federal share of costs during the TIP period would be 90%, with the 10% match provided by the Turnpike.</p> <p>[* Note: Costs related to the Delaware River Bridge will be pro-rated between PA and NJ by percentage of length in each state. These costs are tentatively scheduled between fiscal years 2011 and 2014.]</p> <p>The updated estimates do not include construction of the superstructure of a new Delaware River Bridge nor the painting and the seismic retrofit of the existing bridge. This work, costing approximately \$103.8 million, is scheduled beyond year 2014.</p>

FY 2003 Transportation Improvement Program Brief Summary of Comments

Comments from SEPTA

1. SEPTA's Bus Purchase Program has been split in the draft TIP. In the Pennsylvania Highway Section of the TIP: TIP No. 0999, Transit Flex includes the portion of the bus purchase that would be flexed to SEPTA each year. The Transit Section of the TIP: TIP No. S025 includes the Federal Transit Administration formula funding portion of SEPTA's Bus Purchase Program. A note cross referencing the Transit MPMS number does currently exist in TIP 0999. A similar note should be added to TIP No. S025. In addition to the MPMS number, the corresponding TIP numbers should be included in both of these notes.

2. The financial guidance provided by PADOT for the period of the FY 2003-2006 TIP indicates an annual state bond funding limit for SEPTA of \$84 million (CB funding source designation in the TIP). To maintain this annual limit, SEPTA must adjust federally funded projects in the TIP that include state bond funds as match and those projects, such as Vehicle Overhaul and Infrastructure, Safety and Renewal, that are mostly funded with state bond funds. The following are the projects that have been adjusted:

TIP S031 – Cross County Metro. The FY 2003 programmed amount for this project should be reduced from \$8,728,000 to \$2,476,000. This new amount represents only the prior year carry over amount. The Fiscal Year 2003 Section 5309 earmark, and corresponding local match, were removed from the project. Should SEPTA receive this earmark, SEPTA will request an amendment to the TIP. See attached Excel spreadsheet for details.

TIP S083 – Vehicle Overhaul Program. The CB funding source amount should be reduced and "SEPTA funds" added as a funding source for this project for each year of the TIP. SEPTA funds represent SEPTA's working capital and/or Renewal and Replacement funds. Please refer to the attached Excel spreadsheet for the new programming amounts for this project. The total cost per year remains the same as in the draft sent out for public comment.

TIP S084 – Infrastructure Safety and Renewal Program. The CB funding source amount should be reduced and "SEPTA funds" added as a funding source for this project for each year of the TIP. SEPTA funds represent SEPTA's working capital and/or Renewal and Replacement funds. Please

FY 2003 Transportation Improvement Program Brief Summary of Comments

refer to the attached Excel spreadsheet for the new programming amounts for this project. The total cost per year remains the same as in the draft sent out for public comment.

TIP S102 - Intermodal Facility Improvements in Bucks County. The FY 2003 programmed amount for this project should be reduced from \$5,602,000 to \$2,476,000. This new amount represents only the prior year carry over amount. The Fiscal Year 2003 Section 5309 earmark, and corresponding local match, were removed from the project. Should SEPTA receive this earmark, SEPTA will request an amendment to the TIP. See attached Excel spreadsheet for details.

TIP S103 – Intermodal Facility Improvements in Montgomery County: The FY 2003 programmed amount for this project should be reduced from \$7,487,000 to \$1,238,000. This new amount represents only the prior year carry over amount. The Fiscal Year 2003 Section 5309 earmark, and corresponding local match, were removed from the project. Should SEPTA receive this earmark, SEPTA will request an amendment to the TIP. See attached Excel spreadsheet for details.

3. TIP S074 – Schuylkill Valley Metro. The FY 2003 programmed amount for this project should be reduced from \$31,250,000 to \$5,000,000. The original amount was a Fiscal Year 2003 Section 5309 earmark that has been requested by SEPTA, and corresponding local match, for the engineering phase of the project. Should SEPTA receive an earmark for additional funds over and above the \$5M total cost, SEPTA will request an amendment to the TIP. The programmed amount in FY 2004 should be increased from \$0 to \$10,000,000 for this project. This amount represents an anticipated Section 5309 earmark, and corresponding local match, for the engineering phase of the project. See the attached Excel spreadsheet for details

4. TIP #s S052 - City Hall Station, S054 30th Street to Suburban Station, S080 Paoli Transportation Center, and S087 Fare Collection System Upgrade are included in the draft TIP in the “Later Years” section. SEPTA is not programming any funding in the first four years of the TIP. What is the reason for including these projects in the “Later Years?”

<p style="text-align: center;">FY 2003 Transportation Improvement Program Brief Summary of Comments</p>
<p>5. Change in funding sources:</p> <p>TIP S085 - Paratransit Vehicle Purchase. In FY 2003, the Section 5309 and "CB" funding sources should be deleted. The total programmed amount will remain at \$5,000,000. The new funding source split will be \$4,833,000 Act 26 and \$167,000 local. See attached Excel spreadsheet for details.</p> <p>TIP S088 - Silverliner IV Propulsion System Upgrade. In FY 2006, the funding source should be changed from 5309 to 5307. This change maintains financial constraint for the Section 5309 source of funding in FY 2006.</p> <p>TIP S098 - Escalator/Elevator Replacement Program. For all years (FY 2003-2006 and Later FYs), the funding source should be changed from Act 3 to Act 26.</p>
<p>6. Delete the following projects:</p> <p>TIP S092 – 30th Street Station Intermodal Facility. This project will be obligated in Fiscal Year 2002.</p> <p>TIP 0537 – Alternative Fuel Buses. This project will be obligated in Fiscal Year 2002.</p>

FY 2003 Transportation Improvement Program

**Volume IV
Public Comments and Agency Responses**

**Part D
Agency Responses**

FY 2003 Transportation Improvement Program Agency Responses to Public Comments

Pennsylvania Subregion

Agency: Response by PennDOT District 6

Response to Item #1(1)

(MPMS #48172- PA 23) PennDOT concurs with Montgomery County.

Response to Item #1(2)

(MPMS #16197 - Greenwood Ave. Bridge.)

Penndot will meet ADA criteria as part of the design process.

Response to Item #1(10)

(MPMS #16489 - Betzwood Bridge)

This bridge is currently being evaluated as part of the Valley Forge Transportation Study .

Response to Item #1(14)

(MPMS #62863 - PA 100 Vanguard Improvement)

PennDOT acknowledges the RCC's opposition .

Response to Item #1(A) RCC Resolution

(MPMS #13683 and 64780 - Swamp Road Culvert and Corridor)

The Swamp Road corridor improvements and culvert replacement have been placed on the draft TIP with the intent to initiate design in 2003. Sufficient funding has been identified for the design effort and will not necessitate the need to delay any other projects currently on the TIP.

The intent is to advance both the bridge and corridor projects to construction as quickly as possible. TIP funding to accommodate the remaining phases of work in construction will be identified as the project schedule is established.

Response to Item #1(12)

The funds for the **Philadelphia Bicycle Network Program** have been obligated and is currently under construction.

Response to Item #1 General Comment

Bridge replacements under design are required to meet ADA criteria.

Response to Item # 5

(MPMS # 14532 - Route 30/Downingtown Bypass)

The completion of preliminary engineering will determine the schedule for the remaining phases

FY 2003 Transportation Improvement Program Agency Responses to Public Comments

Response to Item # 5

(MPMS # 14484 - PA Route 41)

The completion of preliminary engineering will determine the schedule for the remaining phases.

Response to Item # 5

(MPMS # 15385 - Route 202, Section 100)

The completion of preliminary engineering will determine the schedule for the remaining phases.

Response to Item # 5

US 202 improvement projects contain funded ITS elements both on and off the mainline corridor. These elements are intended to further mitigate congestion.

Response to Item # 6, 7, 8, 14, 15, 56, 60, 61, 62, 66, 69, Oral Comments

(MPMS # 57659 - French Creek Parkway)

Program will be adjusted as project progresses.

Response to Item # 11,19

PennDOT acknowledges your request. The draft TIP utilizes all available funding to this region. Inclusion of additional projects, at this time, would exceed the fiscal constraints placed on the program. Additional requests will be considered in future updates. The TIP is updated every two years.

Response to Item #14

(MPMS # 57659 - French Creek Parkway at Phoenix Steel sight)

Program will be adjusted as project progresses.

Response to Item # 16, 63, 64, 65, 67, 68

(MPMS #13945/64493 - US Route 202, Section 300)

Project will advance based upon its progress in the design stages and as funding become available.

Response to Item #17

(MPMS # 14484 - PA Route 41)

Project will advance based upon its progress in the design stages and as funding become available.

Response to Item #18

(MPMS #14572 - US 30, Coatesville- Downingtown Bypass Interchange)

Comments will be forwarded to the appropriate project manager for response.

<p align="center">FY 2003 Transportation Improvement Program Agency Responses to Public Comments</p>

Response to Item #23

(MPMS #15185 - Old Forge Rd. Bridge)

Project is on draft tip for construction in FY 2005.

Response to Item #23

(MPMS # 15188 - Crum Creek Road Bridge)

To be considered in future TIP updates.

Response to Item #23

(MPMS # 47993 - 7th Street Bridge)

Project is on draft TIP for construction in fy2005.

Response to Item #23

(MPMS # 47988 - Locksley Rd. Bridge)

This project has been placed on the draft TIP for the design phases. Additional funding will be identified as the project advances.

Response to Item #23

(MPMS # 57770 - Grant Avenue Bridge)

This project has been placed on the draft TIP for the design phases. Additional funding will be identified as the project advances.

Response to Item #23

(MPMS # 57772 - Convent Road Bridge)

This project has been placed on the draft TIP for the design phases. Additional funding will be identified as the project advances.

Response to Item #23

(MPMS # 47992 - New Road Bridge)

This project has been placed on the draft TIP for the design phases. Additional funding will be identified as the project advances.

Response to Item #25

(TIP #'s 6905, 6779, 6960, C23, 6813, 6916, 6928)General Comment in support of projects on **US Route 1, PA Route 41, and PA Route 52)**

Program will be adjusted as project progresses.

**FY 2003 Transportation Improvement Program
Agency Responses to Public Comments**

Response to Item # 27

(MPMS # 16216 - Pennswood Bridge Replacement

Program will be adjusted as project progresses.

Response to Item #27

Request to add a project to the TIP : **Ardmore Transit Center**

Response: projects must go through the program process in order to become part of the twelve year plan.

Response to Item #27

(MPMS #48180 - Montgomery Avenue Traffic Signal Loop)

Program will be adjusted as project progresses.

Item #47

General concern that the **Roosevelt Boulevard transit project** does not appear on the TIP.

PennDOT acknowledges your concerns. Projects must go through the program process in order to become part of the twelve-year plan.

Agency: Response by Bucks County Planning Commission

Response to

Item #1A, #21, 24, 26, 40, 41, 42, 43, 44, 45, 46, 51, 52 , Oral Comments—

(MPMS # 13683 and 64780 - Swamp Road Culvert and Corridor)

It is our opinion that based upon the nature and size of this project, that construction funds would not be obligated within the time frame of the TIP. Due to the financial constraints of the TIP, we feel it is not prudent to obligate federal funds for construction at this since this may prevent forwarding other projects which may be ready for construction. If, however, the project should advance in a more timely fashion and require federal dollars for construction within the years 2005 or 2006, we will revisit programming of these funds during the next TIP update which occur within two years.

In the regard to the delay of MPS #13347 and 13357 until Swamp Road can be opened to truck traffic, the County does not support this request. These projects are totally independent projects and are not related to the Swamp Road project, other than geographical proximity. These projects have established documented needs and significant design work for both projects has been underway. It is our opinion that any delay of these projects may jeopardize safety and capacity needs within their respective project limits.

FY 2003 Transportation Improvement Program Agency Responses to Public Comments

Agency: Response by Chester County Planning Department

Response to DVRPC Regional Citizens Committee Item #1(14)

(MPMS #62863 - Vanguard project)

The Vanguard Project is an economic development project that is strongly supported by the County, Municipalities, Legislators and the Governor.

Response to **Chester Valley Trail** concern of RCC Item #1(12)

The Chester County Planning Commission states that this is still a priority project, however the design of this project is taking much longer than was anticipated.

Response to Item # 5

(MPMS #14532 - Route 30 Downingtown Bypass)

The Chester County Planning concurs with the need to expedite final engineering.

Response to Items #5, 17, 25, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 49, 54, 55

(MPMS # 14484 - PA 41)

The Chester County Planning Commission will support advancement of final design once environmental clearance of this project is completed.

Response to Items #5

(MPMS # 15385- US 202 Sec. 100)

The Chester County Planning concurs with the need to expedite final engineering.

Response to Items #6, 7, 8, 14, 15, 56,60, 61, 62, 66, 69

(MPMS 57659 - French Creek Parkway)

The Chester County Planning Commission supports this project. The Planning Commission will support construction funds once the design work nears completion.

Response to # 16, 63, 64, 65, 67, 68

(MPMS #13945 US 202 Sec. 300)

The Chester County Planning Commission supports the need to advance construction of this project as soon as engineering is completed.

Agency: Response by Montgomery County Planning Commission

Response to Item #1(1)

(MPMS #48172- PA 23)

Chelsea Dr is not part of the PA-23 project. The Pa-23 project has been on Upper Merion's Transportation Plan for many years thus there could not have been statements that the project would not advance. Public involvement is a part of the EIS process; several public and elected official meetings have already been held with more planned as the project progresses.

**FY 2003 Transportation Improvement Program
Agency Responses to Public Comments**

Response to Item #1(2)
(meeting ADA requirements)

PENNDOT must meet ADA criteria as part of their design process.

Response to Item #1(10), 28

(MPMS #16489 -The Betzwood Bridge)

The Betz wood Bridge issue will be resolved as part of the Valley Forge Area Transportation Study being conducted by PENNDOT and Valley Forge National Historical Park. It is currently underway and scheduled for completion by the end of 2003.

Response to Item #2

The County is working with West Conshohocken and Conshohocken on a potential project to widen the Matsonford Rd bridge and Matsonford Rd through the I-476 interchange as well as redesigning the Pa-23 interchange with Matsonford Rd.

(Montgomery County Continued)

Response to Item #2

(MPMS # 16688)

The Pa-23 / Balligomingo intersection realignment is in final design and will proceed as planned to improve the traffic flow through this awkward intersection.

Response to #4, 12, 22, 50, 73

(MPMS # 16211 - I 76 at Henderson Road)

The TIP is a dynamic document with periodic amendments and adjustments. It will be updated again in two years. The project is not near environmental approval and design could not be completed within the next two years to justify advancing right of way and construction to the TIP/First Four Years.

Response to #9

(MPMS #16741 - Swamp Road at PA 663, Montgomery Cty)

The TIP is a dynamic document with periodic amendments and adjustment. The earliest the project could go to construction is FY2004. If the project proceeds on that schedule then PENNDOT would examine the District's construction schedule and make a determination at that time if funds are available to bid the project.

**FY 2003 Transportation Improvement Program
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Agency: Response by Philadelphia Department of Streets

Response to Item #1(3)

(MPMS #17135 - 30th Street Station Intermodal Gateway):

30th St Station Intermodal Gateway - Our study included an investigation into the reopening of the closed underground connection between the 30th St subway station and 30th

St (Amtrak/SEPTA) Station. As a result of this, SEPTA will be including the refurbishing/ reopening of this connection in a project it has to provide elevators to the 30th St subway station. Some maintenance/security details remain to be worked out. Our study will

investigate safer, more direct pedestrian paths to/from the Station for all surface crossings, especially at the congested 30th/Market Sts. and Schuylkill Ave/Market St intersections.

Response to Item #1(11)

(MPMS # Krewstown Road Bridge)

Krewstown Rd - The RCC's opposition is noted. We must still solve the several problems, both on the bridge and in the Pennypack Creek, at this location.

Response to Item #1(12), 28

Bike Network - The funding provided for this project in the TIP has been completely expended and there is nothing to carry through in future TIP's. We have institutionalized the bicycle in our designs and bike lanes, racks, etc will be included in our future capital projects (as we have been doing for the past 5 years). We have identified no specific network-type stand-alone project for our future needs. Our 300-mile network goal remains and we expect to accomplish about 60%-70% of this goal by the end of this year. The remainder will be carried out as part of other planned projects/efforts in 2003.

Response to Item #1(15)

Roosevelt Blvd/Northeast Subway -

The final recommended alternative has not yet been selected by the City, thus it would be difficult to program a TIP project at this time. Funding sources/amounts are similarly not yet

determined. Since the TIP is fiscally constrained, it would work against us if we were to program dollars which cannot be committed by any funding agency (FHWA, FTA, PaDOT) at this time.

FY 2003 Transportation Improvement Program Agency Responses to Public Comments

Agency: Response by SEPTA

Response to Item # 1(4)

(TIP#0537 - Alternative Fuel Project):

These buses are scheduled for delivery in Calendar Years 2002 and 2003.

Response to Item #1(5)

(TIP #PA01 - Keystone Harrisburg Line)

SEPTA would support the inclusion of centralized train control on the Keystone Harrisburg line as part of improvements planned by PADOT. Connecting traffic information on this line to SEPTA's Control Center will enable SEPTA to monitor train locations and movements along its heaviest passenger line. During operational emergencies, the need to identify train locations would result in efficient response to the incident in the areas of passenger information, emergency response, and management of rail operations.

Response to Item #1(6)

TIP#SO14 - Station Accessibility):

All revenue service vehicles acquired by SEPTA are ADA compliant. SEPTA's key stations must be made ADA compliant by law. Non-key SEPTA stations, when they are newly built or renovated, must be built or renovated in compliance with ADA requirements. Both vehicles and stations are considered to be equally critical elements of ADA compliance. An ADA improvement to one, cannot be substituted for an ADA improvement of the other.

Response to Item #1(7)

TIP#SO60 – Rail Stations and Parking Program):

Research indicates that passengers perceive costs related to transit parking as part of their overall fare. In the past, SEPTA has been reluctant to utilize "market pricing" driven by demand, because any change in overall fare, typically results in measurable ridership loss. SEPTA is beginning to revisit both costs and revenues associated with parking at all SEPTA lots and will consider the comments regarding market pricing as a new policy is developed.

Response to Item #1(8)

(TIP#SO74 – Schuylkill Valley Metro)

Construction phasing for the SVM project and the schedule to advance the construction phase will be further refined during the engineering phase of the project. With respect to the comment on adding Rail service from Philadelphia to Quakertown and Allentown/Bethlehem to the long range plan: this comment should be a discussion point at the regional level, as part of the development of the long range plan. Consideration for inclusion of any project into the long range plan should include identifiable future funding sources to pay for them.

**FY 2003 Transportation Improvement Program
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Response to Item #1(9)

(TIP#SEP01 - Elwyn-Wawa Rail Improvements):

Cost estimates for this project will be refined during the engineering phase of the project.

Response to Item #1(13)

General funding comment

In only two of the last seven years, SEPTA has received an increase from the State General Fund for operating assistance. SEPTA's operating budget has been balanced through expense reductions and, most recently last year, with a fare increase. These options are not viable for Fiscal Year 2003 and SEPTA will use State Act 3 funds previously used for capital improvements to balance SEPTA's operating budget.

Response to Item #1(57)

General service concerns about the SEPTA Route 99 Bus

These comments pertain to service improvements and not capital projects programmed in the draft TIP. These comments were forwarded to the appropriate SEPTA department for review. As a note: Comments on SEPTA service, or requests for service improvements, are considered as part of SEPTA's annual service plan, not the capital program. Hearings for the FY2002 Annual Service Plan were held in April, 2002.

Response to Item #58

Multiple Concerns

(TIP # S006 - Wayne Junction to Glenside Track and Signal Improvements)

The motor alternator substation was the selected technology for power conversion improvements on the Wayne Junction to Glenside segment of SEPTA's regional rail system. The installation of this equipment was completed in September 2000.

Response to Item #58

(TIP # S008 - Capital Asset Leases)

Leasing of capital assets enables transit authorities to stretch scarce dollars to fund more capital projects.

Response to Item #58

(TIP # S031 - Cross County Metro)

The Major Investment Study/Draft Environmental Impact Statement for this project is being revised to evaluate MetroRail as an alternative and to evaluate service to Thorndale/ Downingtown, in Chester County, PA and to Trenton, New Jersey (rather than terminating in Glenloch and Morrisville) for Federal Railroad Administration compliant alternatives. This evaluation is underway and expected to be complete in December 2002.

<p align="center">FY 2003 Transportation Improvement Program Agency Responses to Public Comments</p>

Response to Item #58

(TIP # S071 - Eastwick Transportation Center)

This project is included in the Later Years of the TIP. No funding is programmed for this project in Years 2003-2006 of the TIP.

Response to Item #58

(TIP S074 - Schuylkill Valley Metro)

In June 2000, the SEPTA and BARTA Board of Directors selected MetroRail as the locally preferred alternative for the Schuylkill Valley Metro project. In December 2000, the DVRPC Board adopted the Schuylkill Valley MetroRail alternative into its 2020 Long Range Plan. Comments submitted to SEPTA as part of the public hearings held in March 2002 for the Major Investment Study/Draft Environmental Impact Statement will be considered in the next phase of the project.

Response to Item #58

(TIP # S087 – Fare Collection System).

Projects, such as fare collection system upgrades, must compete for the same dollars as bridge repair, new buses and rail cars and other state of good repair initiatives. These projects take higher priority. The project remains in the “Later Years” of the TIP.

Response to Item #58

(TIP # S090 - Transit Enhancements)

This project is a placeholder for federal formula funds that must be set aside each year for transit enhancements. Specific projects will be defined as part of the next DVRPC Transportation Enhancements selection process and approved by the DVRPC Board. Fiscal Year 2002 projects were approved by the DVRPC Board on May 23, 2002.

Response to Item #58

(TIP # S094 - Elwyn to Wawa Rail Improvements)

Cost estimates for this project will be refined during the engineering phase of the project.

Response to Item #58

General Comment of concern about no inclusion of the “Roosevelt Boulevard/Northeast Subway Project.”

The Planning Commission of the City of Philadelphia is the project manager of an Investment Study for this project. The study evaluated transit needs and potential solutions in the Roosevelt Boulevard Corridor ranging from transportation system management to major rail systems.

FY 2003 Transportation Improvement Program Agency Responses to Public Comments

(TIP # S094) Request from Delaware County to program construction funding for the R3 Elwyn to Wawa Rail Improvement Project in FY 2005 and FY 2006. Pursuant to the design schedule prepared by SEPTA, the design phase for this project will be complete in September, 2006. Design phasing includes a 24 month Environmental Impact Study/Assessment, property acquisition and preliminary engineering beginning in early CY 2003, followed by the advancement of an 18 month final design phase. Construction funding has been programmed in the "Later Years" of the TIP.
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New Jersey Subregion

<i>Agency: Response by DRPA to Items #1 and 1B</i>

Response to DVRPC Regional Citizens Committee

DB# T300 - Rail Initiatives.

DRPA's rail study, approved by the DRPA Board in May, 2001, will be funded with \$400,000 in non-federal money. The scope for the study has been prepared. DRPA Engineering is presently developing an RFP which will shortly be sent to consultants. It is hoped that a consultant will be selected and begin work on the project in summer, 2002.

DB# 98553 - Delaware River Tram.

The Delaware River Tram is a FY00 Demonstration Project approved for the State of New Jersey as part of TEA-21. Earmarked federal funding in the amount of \$8million will be provided as part of the project cost of nearly \$30million. Public input was encouraged and received during the EA process which was completed in February, 2000.

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

Safety of customers and employees is of paramount importance to the DRPA. The tram will not operate in periods of excessive wind or during thunderstorms, as would be expected. However, the gondolas and passenger waiting areas will be enclosed, so passengers can expect year-round service, something not now possible with current venues.
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FY 2003 Transportation Improvement Program Agency Responses to Public Comments

DRPA's Mission Statement reads as follows: "The Delaware River Port Authority is a self-financing, bistate authority whose mission is to manage, plan and construct transportation facilities and provide transportation services to maximize the safe and efficient movement of people and freight within the Port District. The DRPA will accomplish this purpose through continued investments that sustain and enhance its core business and that support expansion into economic development, ports, and related transportation businesses". We believe that the construction and operation of the tram fits well within the scope of our mission. Although the operation of PATCO is also well within our mission, the expansion of PATCO is not mandated.

DRPA continues to be involved in a large number of important and timely transportation activities, including operation of the RiverLink ferry service, development of the Philadelphia Cruise Terminal at Pier 1, repainting of the Benjamin Franklin Bridge, passenger transfer service with the new Camden-Trenton Light Rail Line at the Walter Rand Transportation Center in Camden, the new National Constitution Center, distribution of over 100,000 EZ Pass tags (virtually eliminating congestion at bridge toll plazas), the PATCO at Work program (over \$100million in improvements to the PATCO system and facilities), reconstruction of the final NJ access ramp to the Walt Whitman Bridge, and ITS activities, as well as economic development activities including the USS New Jersey Memorial, the River Sharks ballpark, expansion of the NJ State Aquarium, construction of new and improved ferry terminals in New Jersey, purchase and renovation to a second ferry boat, and much more.

DB# DR011 -Parking Needs Study.

The PATCO Parking Needs Study was included in the DVRPC FY01 Planning Work Program and was undertaken by a consultant engaged by DVRPC. The scope of the project was available for public comment during DVRPC's annual comment period. At this time, we are awaiting final recommendations for parking strategies which are due from the consultant in June, 2002.

We have met with the local bicycle coalition and received valuable input as to the new bicycle racks at the New Jersey PATCO stations, including number, location and type of racks. We expect that these racks will be installed later this year as we progress our extensive New Jersey station improvement project.

DB# 355A&B -Missing Moves and Direct Connection.

Regarding transit alternatives, DRPA will be undertaking a rail study looking at possible transit options in that geographic area. The study will include an opportunity for the public to comment.

FY 2003 Transportation Improvement Program Agency Responses to Public Comments

Agency: Response by NJ TRANSIT

Response to Item #1-B (7)

DB# T300 - Transit Rail Initiatives:

Status of Study on Extension of the Trenton to Camden light rail line by NJDOT:

The route for the Southern New Jersey Light Rail Transit System Phase II (SNJLRTS--Camden to Glassboro) was adopted by the NJ TRANSIT Board in 1995. NJ TRANSIT is awaiting state funding and community support.

Atlantic Rail Line Improvements:

Given the significant financial resource limitation NJ TRANSIT has been faced with, it is not very likely that an increase in service can take place on the Atlantic City Rail line in the near future, unless other existing services that are in place today are eliminated. However, the suggestions offered by the RCC have been forwarded for feasibility to the Rail Service Planning Department. In addition, NJ TRANSIT supports the State Development and Redevelopment plan and does evaluate transit projects based on indicators whose components are similar to those employed in the State Development and Redevelopment Plan.

Response to Item #1-B (6)

DB# T2340A&B -1295176INJ42 Missing Moves and Direct Connection:

NJ TRANSIT agrees that certain modes of transit alternative could potentially supplement efforts to reduce traffic congestion within the I295/76/42 area. As such, NJ TRANSIT recently made a formal request to the DVPRC to lend in-house staff support for count and forecasting of transit needs in this area so that the NJDOT can modify their project to include a transit element. NJ TRANSIT does not have jurisdiction over PATCO related projects and therefore, modified PATCO related changes should be addressed by the DRPA and PATCO.

Item # 57

DB# 107: Southern NJ LRT:

Your support and enthusiasm regarding this project is well received.

FY 2003 Transportation Improvement Program Agency Responses to Public Comments

Item #57 (Number 14)

DB# T300 - Transit Rail Initiatives:

Any new transit rail initiative in the State of New Jersey that is under consideration by NJ TRANSIT has been listed under T300. Any statewide transit rail initiative that has a premise, is under consideration and/or is currently in the process of being studied has been listed under T300. A project can not move into construction phase until all study is completed, feasibility of each determined, and funding secured. The respective Metropolitan Planning Organization whose region the studied project falls under prioritizes the funding of the projects based on their long range plan and prioritization process

Agency: Response by DVRPC

Response to Item #1, 1B, 28, 47, 70

(General comments about TIP funding breakdowns/uses)

The Bicycle Coalition states that “for the first time in several years SEPTA will be receiving less than 50%” of the PA TIP, and that “this appears to be a subtle shift in funding priorities of the region”. Both statements are incorrect. Within the highway program there is \$17 million per year that goes directly to SEPTA, plus other projects in the Various section that are also SEPTA’s or benefit SEPTA directly. Furthermore, it was only a few years ago that transit’s share of the TIP was significantly lower. Finally, it must be understood that the level of transit funding is set at the federal and state level, while the highway funding is set at the state level.

Another comment concerned set-aside funding for Bicycle Improvements. It should be noted that, due to the very constrained funding situation this year, virtually all set-aside projects were dropped from the TIP, the notable exception being the Competitive CMAQ Program.

DVRPC appreciates the support, knowledge and participation of the members of the Coalition in the region’s efforts to provide opportunities for the use of bicycles by the general public as part of a multi-modal transportation system. We regret that the TIP Comments links on the website were not prominent enough this year. We will improve that situation in the future.

Response to Item #1 and #47

(General concerns about CMAQ funding/projects.)

While the RCC disagrees with the use of CMAQ funds for ITS projects, nevertheless, that was one of Congress’ intentions when it established the funding category, along with other highway related congestion mitigation efforts. DVRPC also supports the increase in CMAQ funding by Congress in the next authorization bill, especially since DVRPC’s funding will decline with the increasing number of non-attainment areas in the nation. It must also be stated that the existence of a Competitive CMAQ program and the level of funding for it is a matter of policy and priorities set by the DVRPC

<p style="text-align: center;">FY 2003 Transportation Improvement Program Agency Responses to Public Comments</p>
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<p>Board. There is no federal or state requirement for such a program.</p>
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<p>Response to Item #1, 1(B), 28, 47, and 70</p>
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<p>(General comments about TIP funding breakdowns/uses)</p>
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<p>In response to comments on the chart showing 17% of the TIP that is for new capacity projects in Pennsylvania, it should first be noted that this chart is based on dollars, not projects. Second, the 17% represents such diverse highway projects as the I-95/PA Turnpike Interchange, the US 322 Conchester Road upgrade in Delaware County, various sections of US 202 in Bucks, Chester and Montgomery counties (including section 400 currently under construction), improvements to I-95 in Philadelphia and to PA 291 in Chester City, plus numerous smaller projects. It also includes funds for various transit projects, including the Frankford Transportation Center, the Schuylkill Valley Metro and the Cross County Metro. Given the size of our region, the age of our transportation system, and the variety of projects included in the category (some of which are a combination of highway reconstruction and widening), the 17% figure is very reasonable.</p>

<p>In the New Jersey TIP, the 17% is as high as it is almost solely due to the inclusion of the Camden-Trenton Southern New Jersey Light Rail project currently under construction. The 5% statewide figure refers only to highway projects and does not include such projects as the Hudson-Bergen Line.</p>

<p>The "Other" category is so high in the New Jersey TIP because it includes state funding to counties and municipalities as line items. Since these funds could be used by these agencies for any road project, it is impossible for DVRPC to divide them among the other categories. The category also includes such items as TMA programs, trails and other enhancement type projects. NJDOT does not apply the same project categorization scheme as DVRPC. We will pursue a closer match in the future.</p>
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<p>Response to Item #1B</p>

<p>(General New Jersey TIP concerns)</p>

<p>New Jersey law requires all municipalities to have master plans. These municipalities often use materials developed by DVRPC or the state and county in those plans.</p>

<p>DVRPC agrees that the New Jersey CMAQ and TE processes could be more locally driven. To that end, this year's TIP has for the first time included funding in support of a DVRPC Competitive CMAQ program for the New Jersey counties. Specifics will be developed after the Board approves this TIP.</p>

<p>There is extensive cooperation between DVRPC, NJDOT, NJ Transit and DRPA/PATCO, though this may not be apparent to the members of the RCC. Our staffs meet on a regular basis through various committees dealing with both technical and policy matters. In addition, there are numerous joint staff meetings</p>
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<p>FY 2003 Transportation Improvement Program Agency Responses to Public Comments</p>
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<p>working on specific projects. As new issues arise (ITS, GIS, data sharing, federal funding, etc.) it often becomes evident that new working relationships are required. The agencies have responded by creating new work groups, holding special workshops, conducting joint policy meetings, etc.</p>

<p>DVRPC's Responses to General Comments Regarding the TIPs:</p>
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<p>DVRPC welcomes any suggestion that will improve the TIP and the way it is presented to the public and agencies. When we receive a suggestion that we can implement quickly, it will appear on the TIP website. The web is our most effective means of disseminating TIP information to the broadest possible audience. Printed versions of the TIP become out of date as soon as there are TIP amendments or modifications; and, reprinting these documents would be wasteful of public funds. In response to comments received last year, the TIP website does contain correspondence tables relating project Title, TIP# and MPMS#. We have also recently added a TIP Search feature to the website and will soon provide an interactive map feature using more detailed maps.</p>

<p>Each year DVRPC, in cooperation with member agencies, expands and enhances the amount of descriptive information provided with each TIP project. We will continue to improve the quality of this information as it becomes known. Often in the early stages of a project, little more is known other than the need for the project (i.e., replace the deck of a bridge, fix an intersection).</p>
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**DVRPC FY 2003 Transportation Improvement Program
for New Jersey (FY 2003- 2005)
and Pennsylvania (FY 2003-2006)**

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ABSTRACT

This 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) a list of commentors during the public meetings, (3) a compilation of comments received by DVRPC during the public comment period, and (4) agency responses to the public comments.

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