

DVRPC FY2019 TIP



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION



SEPTA



SEPTA

TIP

FY2019 TIP

for Pennsylvania

(FY19-22)

ADDENDUM
Adopted June 2018





The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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DVRPC is funded through 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 the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

ADDENDUM FOR THE DVRPC FY2019 TIP FOR PENNSYLVANIA

This addendum contains several documents that are critical components of the TIP development and adoption process. This addendum includes the following documents:

- ▶ PennDOT's General and Procedural Guidance provides guidance for the FY2019 Transportation Improvement Program development process within the context of multiple inter-related, intergovernmental planning functions. This section contains information related to the general planning process, along with policies, requirements and guidance directly related to Program development and administration;
- ▶ SEPTA's and PART's Financial Capacity Analysis is documentation that demonstrates that SEPTA and PART have the financial capacity to carry out the operating and capital projects included in the FY2019 TIP;
- ▶ The Executive Summary of the Documentation of the Conformity Finding demonstrates that the transportation priorities, strategies, and programs in the FY2019 TIP are consistent with air-quality goals established in the State Air Quality Implementation Plans for achieving the NAAQs;
- ▶ The overview summary of the TIP Public Involvement Process;
- ▶ The abbreviated summary/index of the public comments that were received during the formal Public Comment Period, which was held from May 1, 2018, through June 3, 2018;
- ▶ The unabridged, full public comments received during the Public Comment Period. Each comment is assigned an "Item #," which is used to identify each individual submission/comment and corresponds to the response that was provided to that comment by the appropriate agency. Some lengthy submissions that address multiple issues have multiple Item #'s. Public comments were submitted from the public via: the public comment web application, e-mail, US ground mail service, or fax;
- ▶ The responses to the public comments by the appropriate agency or agencies. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate;
- ▶ The Recommended Changes to the FY2019 Draft TIP based on comments made during the Public Comment Period. If approved by the Board, these changes are incorporated into the final FY2019 TIP. The DVRPC Board is presented with the Draft Program and the List of Recommended Changes for adoption as the region's official selection of transportation projects); and

- ▶ Several items of supporting documentation Included are: the DVRPC formal public notice on the Public Comment Period; SEPTA's Notice of Public Hearing for the Capital Budget; a "Highlights" document of the Draft TIP, which is e-mailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal 30-day Public Comment Period in area newspapers, as required.

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APPENDIX E

STATE DOT GENERAL AND
PROCEDURAL GUIDANCE

July 31, 2017

**PENNSYLVANIA'S 2019
TRANSPORTATION PROGRAM
GENERAL & PROCEDURAL GUIDANCE**

This is a collaborative product jointly developed by the Pennsylvania Planning Partners – MPOs, RPOs, FHWA, FTA, the State Transportation Commission, and PennDOT.

**GENERAL AND PROCEDURAL GUIDANCE
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INTRODUCTION

Purpose

The purpose of this General and Procedural Guidance document is to provide guidance for the 2019 Transportation Program development process within the context of multiple inter-related, intergovernmental planning functions. Separate processes for the development, adoption, and administration of the Statewide Transportation Improvement Program (STIP) and the Twelve Year Transportation Program (TYP) have been coordinated and streamlined over the years. This guidance informs and directs a unified planning process covering both programs.

This guidance contains information related to the general planning process, along with policies, requirements and guidance directly related to Program development and administration. One of the milestones in the Transportation Program development process is adoption of the Program by October 1, 2018. This guidance describes the schedule, procedures and documentation necessary to complete this task. The resulting Transportation Program meets the varied requirements of state and federal law, and ensures that public investment in the Commonwealth of Pennsylvania's transportation system is effectively managed to produce a practical set of transportation projects and services.

The Transportation Program development process is by its very nature fluid and subject to change. Therefore, this guidance can change due to state or federal legislation, regulatory change or policy action. The PennDOT Investment Plan will continue to guide changes to our planning process and to this document.

All 2019 Transportation Program guidance and the 2019 Transportation Program development schedule will be placed on the State Transportation Commission (STC) website at www.talkpatransportation.com for program development use by Planning Partners and other interested parties. Programs will be placed on Planning Partner websites as they are completed.

Roles and Responsibilities

- MPOs are responsible for developing and approving the metropolitan TIPs.
- PennDOT and the RPOs are jointly responsible for developing and approving rural TIPs.
- PennDOT is responsible for the development of the Wayne County TIP, an independent county planning partner with PennDOT.
- PennDOT, through its District and Central Offices, is the lead planning agency for the Interstate Management TIP, selecting projects in cooperation with the Planning Partners.
- The Governor or his designee (currently Pennsylvania's Secretary of Transportation) approves MPO, RPO and Independent County TIPs, the Interstate Management TIP, and the Statewide Items TIP, and submits the entire STIP to the US DOT for approval.

MPO, RPO and Independent County TIPs, the STIP and the TYP are updated every two years. The federal programming documents (TIPs and STIP) cover a four-year time frame to remain consistent with the first four years of the TYP and the first four years of an MPO/RPO Long Range Transportation Plan (LRTP).

Definitions

2019 Transportation Program or 2019 Program – Terms referring to both the 2019-2022 STIP and the 2019-2030 TYP.

Transportation Improvement Program (TIP) - Four-year listing of transportation projects within the geographic boundary of each planning region in Pennsylvania. Interstate Highway System projects are managed in a separate Interstate Management TIP, but are included in regional TIPs for public review and comment. Fund reserves for statewide programs as well as line items for ongoing planning and administration projects are managed in a separate Statewide Items TIP.

Statewide Transportation Improvement Program (STIP) - Pennsylvania's official four-year listing of transportation projects mandated under federal law. The STIP is comprised of all of the TIPs.

Twelve Year Transportation Program (TYP) - Pennsylvania's official 12-year listing of transportation projects mandated under state law, the first four years of which is the STIP.

Long Range Transportation Plan (LRTP) - The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO and RPO develops, adopts, and updates through the metropolitan and rural transportation planning process.

Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) – Federal authorization legislation prior to the passage of the FAST Act that provided funding from the Highway Trust Fund for Federal-aid highway, highway safety, motor carrier safety, transit, and other programs. This legislation still has an impact upon transportation planning, programming, and project delivery as federal agencies continue to release performance measures guidance.

Fixing America's Surface Transportation Act (FAST Act) – Federal transportation legislation signed by President Obama on December 4, 2015. New policies are being issued because of passage of the FAST Act.

PA Act 120 of 1970 (Act 120) – State legislation which established the State Transportation Commission (STC) and its related duties and responsibilities, and created the Pennsylvania Department of Transportation (PennDOT). Act 120 requires PennDOT to prepare and update Pennsylvania's TYP every two years, and submit it to the STC.

Title 74 Pennsylvania Consolidated Statutes (74 Pa. C.S.) - The Pennsylvania Consolidated Statutes contain the Laws of Pennsylvania which are enacted as amendments by the General Assembly, and are the official statutory codification of the laws relating to transportation.

Title 67 Pennsylvania Code (67 Pa. Code) – The official publication of administrative regulations of the Commonwealth of Pennsylvania relating to transportation.

PennDOT Design Manual Part 1A (DMIA) – Transportation Program Development and Project Delivery Process.

Metropolitan Planning Organization (MPO) – Regional planning body established under federal law and responsible for developing and approving a TIP. An MPO covers an urbanized area over 50,000 in population with the exception of small pieces of urbanized area that extend into Pennsylvania (e.g. Hagerstown, MD). The Commonwealth has nineteen MPOs.

Rural Planning Organization (RPO) – Regional planning body under contract to PennDOT to provide transportation planning services for rural areas and urban areas less than 50,000 in population. RPOs function similarly to MPOs in the Transportation Program development process. The Commonwealth has four RPOs.

Independent County – A regional planning body that is not an MPO or an RPO. Pennsylvania has one Independent County, Wayne County.

Planning Partners (Partners) – Generally referring to PennDOT on behalf of the Governor, the MPOs, RPOs, Wayne County, and the U.S. Department of Transportation (USDOT), which includes the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). However, the term also includes the STC, the Pennsylvania Turnpike Commission (PTC), other public transportation agencies throughout the Commonwealth, the Pennsylvania Department of Environmental Protection (PADEP), the U.S. Environmental Protection Agency (USEPA).

Interested parties – Citizens; affected public agencies; representatives of public transportation employees; freight shippers; providers of freight transportation services; private providers of transportation; advocacy groups representing users of public transportation, pedestrian walkways and bicycle transportation facilities, or representing the physically challenged; agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than Title 49 of the United States Code (49 USC) Chapter 53, tribal governments, and other interested parties with reasonable opportunities to be involved in the planning process.

Transportation Management Areas –Urbanized areas (as defined by the Bureau of the Census) with a population of over 200,000 individuals, as designated by the US DOT Secretary of Transportation. Additional areas may be designated as transportation management areas by the Secretary on the request of the Governor and the metropolitan planning organization designated for the area.

GENERAL GUIDANCE

This guidance document is intentionally brief. References or examples are included in the text as support tools that users may find useful for developing a broader (or deeper) understanding of the program development process. The referenced materials are not intended to be comprehensive. It should be understood that the planning context for program development involves multiple elements including, but not limited to:

State and Federal Planning and Programming Rules and Regulations: Title 23 - Code of Federal Regulations (23 CFR) 450, 49 USC 5303-5304, Pennsylvania Act 120, Pennsylvania Consolidated Statutes Title 74 (74 Pa. C.S.), Pennsylvania Code Title 67 (67 Pa. Code), and PennDOT Design Manual Part 1A (DM1A): Pre-TIP and TIP Program Development Procedures

State and Regional Transportation Plans: PennDOT Connects/Local Government Collaboration, PennDOT's Transportation Investment Plan, PA on Track, PA and Regional Intelligent Transportation Systems (ITS) Architectures, PennDOT District Business Plans, MPO/RPO LRTPs, Regional Operations Plans (ROPs), Freight Plans, The Strategic Highway Safety Plan (SHSP) and other Regional Safety Plans, Bicycle and Pedestrian Plans, Congestion Management Processes (CMPs),

PennDOT Data Systems for Asset Management, Environmental Assessment, Contracting, and Performance Review: Multimodal Project Management System (MPMS), Multimodal Project Management System Interactive Query (MPMS IQ), PennShare, PA Transportation Projects website, Engineering and Contract Management System (ECMS), Categorical Exclusion (CE) Expert System, and PennDOT Connects/Local Government Collaboration Policy.

Other Programs: Economic Development District Plans; County, Regional and Municipal Comprehensive Plans; corridor studies; project development screening forms developed from PennDOT Connects/Local Government Collaboration Policy; needs and feasibility studies; and environmental clearance documents are also useful as decision-support tools in the development of TIPs and LRTPs.

General Planning Requirements

Satisfy all state and federal transportation planning and programming rules and regulations:

- Federal requirements are documented in 23 CFR 450.200 and 300.
- Title VI, Environmental Justice, and other required planning certifications are identified in Appendix 4 – MPO Self-Certification, and Appendix 6 - References.
- Projects and project phases on a TIP; including candidate major capital projects and air quality exempt projects, shall be consistent with a region’s approved LRTP.
- State requirements are documented in 74 Pa. C.S. and 67 Pa. Code.
- Other state tenets, principles, and goals that help guide transportation program development are identified in PA Act 120, and PA On Track.
- All PennDOT, regional or local plans, programs, studies, management systems, etc., as identified above are part of the planning context and factor into program development.

Develop the STIP and MPO/RPO TIPs with all Partners and interested parties through a continuing, cooperative and comprehensive process, based upon mutual trust, data sharing, open communication and cooperation at each program development step, leading toward consensus between all Planning Partners regarding the most effective use of limited transportation financial resources. Ensure coordination with providers of all modes of transportation. As part of this effort, MPOs/RPOs should develop documentation or a timeline depicting the regions TIP development process. TIP development documentation/timeline examples are provided in Appendix 2 of this document.

Respond to new state and federal initiatives and other changing circumstances as quickly as possible to make necessary adjustments to the joint PennDOT/MPO/RPO program development process. Consideration will be given to the observations and suggested improvements to the planning process noted in the STIP Planning Finding issued by FHWA/FTA with approval of the 2017-20 STIP. A link is provided in Appendix 6 – References.

Partners will plan and program strategically; establish priorities; select transportation improvements with the greatest benefit to the Commonwealth and individual counties/regions; and maintain the flexibility to more effectively select and approve the best mix of projects that meet their own regional needs.

The PennDOT Connects/Local Government Collaboration policy provides a new approach to project planning and development by requiring collaboration with local and regional stakeholders before project scopes are developed. The Department will meet with local governments, MPOs and RPOs to discuss issues such as safety, bicycle/pedestrian accommodations, transit access, stormwater management, utilities, freight-generating land uses and other documented issues to consider for inclusion in projects. This collaboration will have the benefit of encouraging MPOs and RPOs to track major changes to county and municipal comprehensive plans and zoning ordinances, further strengthening the linkage between land use, transportation, and economic development decision making and their effect on the development of current and future transportation programs. Management and monitoring systems, corridor studies, project development screening forms, needs and feasibility studies, and environmental

studies are examples of documentation that may be used in the development of TIPs and LRTPs. The PennDOT Connects/Local Government Collaboration requirement applies to all projects where the preliminary engineering phase began after July 1, 2016.

Transportation system preservation and asset management continues to be a high priority in Pennsylvania. MPO/RPO TIPs should emphasize system preservation and asset management:

- System preservation involves extending the life of existing facilities and associated equipment and hardware, or repairing damage that compromises mobility or safety.
- System asset management involves improving reliability, safety, traffic flow, and security of existing facilities and their associated equipment and hardware.

Include approved TIPs in the STIP after verification for consistency with financial guidance fiscal constraint, project funding eligibility and completion of air quality testing and analysis that demonstrates that air quality conformity has been met in maintenance and non-attainment areas. All appropriate parties will be notified of individual projects or programs included in the STIP. Close coordination must occur with PennDOT and the STC to ensure that approved TIPs are consistent with the approved first four years of the TYP.

MPOs and RPOs should schedule their TIP approval meeting dates so that air quality conformity analyses by PennDOT's consultants can be scheduled appropriately and the TIPs can be sent to PennDOT according to Appendix 5 – 2019 Transportation Program Development Schedule.

Public Involvement

Conduct meaningful public outreach/involvement documented in a Planning Partner's Public Participation Plan per 23 CFR §450.316, and found on the STC website www.talkpatransportation.com.

Public involvement activities should be consistent with the 2019 TYP Public Participation Plan, and should direct the public to utilize the 2019 TYP Survey. The survey results are also available at the above web site. MPO/RPOs should consider the results of the survey.

TIP documentation must be made available for public comment for a minimum of 30 days. A formal public comment time period must be established, and public meetings or hearings must be held by each MPO/RPO/Independent County to gather all comments and concerns on the TIP and related documents. Documents required for public review are found in Appendix 3 - TIP Submission Requirements.

When scheduling TIP, STIP and STC public comment periods, be clear what document the public is commenting on in order to avoid confusion, and maximize return from joint outreach resulting in a more effective program with the most efficient use of labor across all Planning Partners. Seek early and coordinated input into the programming process by reviewing current programmed and candidate projects.

Provide easy and complete access, including for individuals with limited English

proficiency through available translation services, to all public documentation, including the draft and final TIPs, STIP and TYP project listings, taking advantage of the Internet.

Financial Planning

An early part of the program development process is for the Planning Partners to jointly develop and approve a Transportation Program Financial Guidance document. This guidance should provide sufficient information for Partners and other interested parties to begin identifying projects, perform a project technical evaluation, negotiate, and reach consensus on their portion of the Program within fiscal constraint.

The guidance:

- Establishes funding targets for each MPO, RPO, Independent County, public transportation operator, and PennDOT. The identified revenues are those that are reasonably anticipated to be available to adequately operate and maintain Federal-aid highways and public transportation in accordance with 23 C.F.R. 450.3264(j).
- Provides estimated revenue growth rates and a methodology for determining an inflation rate for use in Year of Expenditure (YOE) calculations.

The TIP financial plans are consolidated statewide within the STIP. Documentation shall contain system-level estimates of cost and revenue sources:

- Project cost estimates must use YOE dollars.
- Constrain projects and phases of projects in the STIP by year, by available funding and within the bounds of the financial guidance.
- Identify at a systems-level any funding gaps that may exist.

Recognize that TIPs are developed around available transportation funding authorization levels and that annual obligation authority levels may restrict program and project implementation.

Projects or phases of projects should be programmed in the federal fiscal year in which the project is anticipated to be obligated.

Flexing of funds between highway and public transportation will be a collaborative decision involving local officials, the MPO/RPO, the public transportation agency or agencies, PennDOT, STC and USDOT (FHWA and FTA).

Management Systems, Program Performance and Information Sharing

In order to adequately maintain, operate and preserve existing transportation facilities, PennDOT and the Planning Partners shall undertake the following activities as part of an asset management-based Program development process: inventory the system; determine existing conditions; develop strategies/priorities to continue to improve the system; include projects on transportation plans and programs; and implement projects as part of annual budgets. Implementation of improved asset management practices will begin with the Interstate Highway System, then progress to the National Highway System (NHS), and other state-owned and local networks.

Continue to improve the management systems including environmental planning and analysis, maintenance planning and support, the PennDOT Connects/Local Government Collaboration Policy, programming processes and systems, local network management support, and performance measurement and reporting.

Continue to standardize programming products (highway and public transportation project listings); develop uniform submissions to simplify reviews; and automate/computerize the programming process over time.

Share project and program data bases among all parties including project technical evaluation input needs. Continue to share project-specific data, especially as it relates to candidate projects that surface through individual Partner activities including their public participation plans/outreach that are not included on current LRTPs or TIPs.

Utilize MPMS IQ, PennShare, and PA Transportation projects website mapping capabilities to better describe project details. Upon request, PennDOT will provide the Geographic Information System (GIS) location data for projects to the MPO/RPO for their use.

Work toward more effective program and project monitoring in “real time” through project database information sharing as a part of PennDOT’s MPMS.

The FAST Act continues MAP-21’s emphasis on performance-based transportation system management requiring new or revised national performance measures in multiple program areas. Partners will have to update existing measures, as needed, to standards that meet or exceed the new federal requirements. PennDOT, MPOs and RPOs are encouraged to evaluate their planning efforts and introduce new or improved performance measures, where appropriate.

The Transportation Investment Plan was developed to make ongoing assessments and to reevaluate data associated with our investment decisions. This will help ensure Pennsylvania’s investments support our strategic direction and enhance the overall performance of the Commonwealth’s transportation system. A link to PennDOT’s Transportation Investment Plan is provided in Appendix 6.

The Capital Planning Tool (CPT) is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset management activities. These activities include forecasting asset condition and replacement cycles, quantifying capital needs, and developing and implementing state-of-good-repair policies for all types of assets. The tool will be used in conjunction with department review to make decisions on a state-wide level and it is imperative that the information included in the CPT be up to date to ensure the best use of funding.

Using the asset information, the Bureau of Public Transportation can:

- Reduce the total cost of asset ownership by preserving capital, reducing maintenance costs, and extending the life of assets.
- Improve operation efficiency through consolidating existing asset management

applications and leveraging the recorded data via reports.

- Support compliance with federal, state, and local regulations and reporting requirements, including a commitment to comply with MAP-21, FAST Act, and Transportation Asset Management (TAM) requirements.
- Enhance visibility by improving communications and project coordination across internal departments and with external organizations.
- Streamline capital planning by tracking funding sources and funding levels as well as connecting other important web based systems. The CPT will link project information with MPMS and dotGrants.

PROGRAM DEVELOPMENT AND ADMINISTRATION

Development Procedures

In all cases, projects to be included in the 2019 Transportation Program, including the Interstate Management Program, will be selected cooperatively and collaboratively by the MPOs, RPOs, PennDOT and the STC with input from other involved interested parties (transit operators, etc.), primarily with regard to projects in the first four years of the TYP.

Working with our Planning Partners, PennDOT is placing a renewed focus on the collaborative planning process. The PennDOT Connects/Local Government Collaboration policy requires collaboration among stakeholders to clarify specific details unique to candidate project locations. The focus of this collaboration involves leveraging the expertise of various disciplines with varying roles and responsibilities within local government, the Planning Regions, and Districts.

Specific areas for collaboration should include, but are not necessarily limited to:

- Safety issues/concerns
- Bicycle/pedestrian accommodations
- Transit/multi-modal considerations
- Presence of/impacts from (current/future) freight-generating land uses
- Planned development
- Consistency with current and/or proposed zoning
- Existence of regional planning studies
- Other proposed transportation improvements
- Green infrastructure/stormwater management
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area

The PennDOT Connects/Local Government Collaboration policy is to document Local government collaboration including the transportation problem, environmental resources, land use and other contextual issues early in the planning process to support future project phases. The intended outcomes include clearer scopes of work and more accurate schedules and budgets when projects are programmed. The information documented in the collaborative planning process is carried forward into the scoping and environmental review processes.

As in the past, any new projects proposed to be added to the 2019 STIP/TIPs must follow the collaborative planning process approach, and must be documented through the screening form process. Based on the 2019 Transportation Program Development Schedule, we suggest that the PennDOT Connects/Local Government Collaboration, including completion of the screening form, take place as early as possible (in the June-September 2017 timeframe), and be completed before December 29, 2017 when draft TIPs are required to be submitted to the Center for Program Development and Management (Program Center).

The TIPs and STIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project based on the project phase begin and end dates. This shall also include the estimated total cost of project construction which may extend beyond the TIP and into the TYP or LRTP, in accordance with 23 C.F.R. 450.324 (e) (2) & (i).

As Planning Partners and PennDOT staff continue to refine and finalize the 2019 Program, special attention must be placed on projects, or phases of projects, that may be or will be carried over from the 2017 Program; this matter needs to be carefully considered during the 2019 Program update. Set aside funding (line item reserves) in the 2019 Program should also be considered to cover unforeseen project costs which may occur due to accrued unbilled costs (AUC), unforeseen advance construction (AC) obligations, updated cost estimates, and other actions which might occur between program drafting and project initiation.

Address cash flow procedures such as highway AC obligation, and public transportation letters of no prejudice or full funding grant approvals in the program development process. Address projects with AUC. AUC occurs when work has been started on a project and paid for with state or local funds, but may be eligible for federal funds. AUC will be submitted to FTA or FHWA during program development for funding before or after the program is approved, as appropriate. When an AUC project is being converted, the projects must appear on a TIP.

Seek early and coordinated input into the programming process by reviewing currently programmed and candidate projects for the remaining eight years of the TYP. Planning Partners may identify and propose projects or phases of projects from their fiscally constrained LRTPs to PennDOT or STC for possible inclusion in the remaining eight years of the TYP. On a case by case basis, the Secretary of Transportation will recommend to the STC additional projects or phases of projects to be listed in the remaining eight years of the TYP. These additional projects should be on or consistent with the MPO/RPO adopted LRTP.

Using available tools in PennDOT data systems, the Districts will develop a list of priority needs for the operation and preservation of the interstates and expressways, betterments, bridge replacements, rehabilitation and preservation projects, and safety and congestion reduction projects, and will share that information with the appropriate MPOs and RPOs according to the attached schedule, including sufficient detail for each project needed for technical project evaluation for both air quality conformity analysis and for public review and comment. At a minimum, this includes detailed project scope and limits. Together with local and regional priorities, this information will serve as the basis to begin evaluating new candidate projects for inclusion into the 2019 Program.

MPOs and RPOs will assist PennDOT and the STC in the following ways regarding the last eight years in the TYP. Phases of projects that are not fully funded in the TIP will be carried over and shown in the last eight years of the TYP. To illustrate the linkage between planning partner LRTPs and the 2019 Program, each Planning Partner will assist PennDOT staff and the STC in preparing a narrative to be included in the TYP that illustrates a few of the major projects being advanced in that region over the last eight years and beyond. All air quality significant projects to be advanced in the last eight years of the TYP must be listed and fiscally constrained.

Project Requirements

Share project information and program data bases with all Partners. Include all types and categories of projects on the TIP and TYP (federal, state, local, public and private partners, special federal, turnpike, airport, rail, and infrastructure bank, etc., but excluding county maintenance and PTC maintenance funds).

Include all regionally significant transportation projects being advanced (project that is on a facility which serves regional transportation needs and would normally be included in the air quality modeling of the metropolitan/rural area's transportation network) as defined in 23 CFR 450.104.

Public transportation operators will coordinate and cooperate with the MPO/RPO and PennDOT in the development of the public transportation portion of the 2019 Transportation Program. Public transportation operators will be responsible for submitting public transportation projects for the draft 2019 Program consistent with available resources as identified in Appendix 5 Transportation Program Development Schedule.

Provide the following information for programmed projects, including the Highway-Bridge Program, the Transit Program, and the Interstate Management Program:

- Sufficient descriptive (detailed) material to clarify the design concept and scope as well as location of the improvement. The MPO/RPO and PennDOT District Office must collaborate on the detailed descriptive information and the District must ensure the information is input in the public narrative field in MPMS.
- Assign projects or phases of projects in the STIP and in the MPO/RPO TIPs by year (e.g., 2019, 2020, 2021, and 2022) based upon the latest project schedules and consistent with 23 C.F.R. 450.326(g).
- Detailed project and project phase costs should delineate between federal, state, and local shares. Each project and project phase costs should depict the amount to be obligated/encumbered for each funding category.
- Phase estimate and total costs reflect YOY in the TYP period per financial guidance.
- Identification of the agency or agencies responsible for implementing the project or phase (i.e. specific Transit Agencies, PennDOT District; MPOs/RPOs; Local Government and private partners).

Work with all project sponsors to provide any additional information that needs to be included with each project as it is listed in the program.

Line Items

The use of reserve line items should be kept to a minimum. Every effort should be made to identify Transportation Alternative Program (TAP) Surface Transportation Block Grant set-aside, Congestion Mitigation and Air Quality Improvement (CMAQ), Highway Safety Improvement Program (HSIP), Bridge and Local projects in the first 2 years of the TIPs.

Selected project categories that are air quality exempt - betterment, and Section 5310 - may be grouped into line items for inclusion in the program, with project specific listings to be

developed at a later time by project sponsors and provided to all partners. Contingency line items may be used to address uncertainties in cost estimates for carryover projects or cash flow issues such as AC, AUC, etc.

Program-Specific and Other Requirements

The Interstate Management TIP for the 2019 Transportation Program will be updated by PennDOT and its planning partners:

- Partners and the District Offices will help to identify and comment on the Interstate projects.
- Adding capacity to an Interstate can be considered by coordinating a cost-sharing arrangement between the MPO/RPO TIP and the Interstate TYP on a case-by-case basis.
- PennDOT will manage the Interstate Management TYP on a statewide basis, but will notify MPO/RPOs of all Interstate Management TYP amendments and modifications.

The Highway Safety Improvement Program (HSIP) has as its purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads. HSIP projects will be coordinated between the MPO/RPO, PennDOT District, Program Center, and Highway Safety and Traffic Operations Division (HSTOD). Highway safety improvement projects must be consistent with the SHSP, and must correct or improve a hazardous road location or feature, or address a highway safety problem. The federal share payable for HSIP projects is 90 percent.

23 U.S.C. § 148 describes HSIP projects to include, but not be limited to:

- projects for intersection safety improvements;
- pavement/shoulder widening including addition of passing lane to fix an unsafe condition;
- installation of rumble strips and other warning devices;
- installation of skid-resistant surfaces at intersections or high frequency crash locations;
- safety improvements for pedestrians, persons with disabilities or bicyclists;
- elimination of roadside hazards;
- installation, and replacement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity;
- installation of priority control systems for emergency vehicles at signalized intersections;
- installation of traffic control or other warning devices at high crash potential locations;
- transportation safety planning; collection, analysis, and improvement of safety data;
- planning integrated, interoperable emergency communications equipment, operational activities, or traffic enforcement activities relating to work zone safety;
- guardrails, barriers (including in construction work zones), and crash attenuators;
- measures to eliminate or reduce vehicle and wildlife crashes;
- yellow-green signs and signals at pedestrian and bicycle crossings and in school zones;

- construction and operational improvements on high risk rural roads;
- geometric improvements that improve safety;
- a road safety audit;
- FHWA "Highway Design Handbook for Older Drivers and Pedestrians" improvements;
- truck parking facilities;
- systemic safety improvements;
- installation of vehicle-to-infrastructure communication equipment;
- pedestrian hybrid beacons; and, improvements providing separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.

23 USC §120(c)(1) allows 100 percent federal share on any project for:

- traffic control signalization;
- maintaining minimum levels of retroreflectivity of highway signs or pavement markings;
- traffic circles (also known as "roundabouts");
- safety rest areas; pavement marking;
- shoulder and centerline rumble strips and stripes;
- commuter carpooling and vanpooling;
- rail-highway crossing closure;

or installation of:

- traffic signs;
- traffic lights;
- guardrails;
- impact attenuators;
- concrete barrier end treatments;
- breakaway utility poles

or priority control systems for:

- emergency vehicles or;
- transit vehicles at signalized intersections.

Safety Performance Management regulations require PennDOT to establish targets for 5 safety performance measures:

- 1) Number of fatalities
- 2) Rate of fatalities
- 3) Number of serious injuries
- 4) Rate of serious injuries
- 5) Number of non-motorized fatalities and serious injuries.

Within 180 days of PennDOT establishing targets, MPOs must establish their own MPO specific targets. This can be done for each individual safety performance measure by:

- agreeing to support the PennDOT target; **or**
- establishing specific numeric targets for a safety performance measure.

LRTP updates on or after 5/27/18 must include safety performance measures and targets. STIP/TIP updates on or after 5/27/18 must include a description of how the STIP/TIP contributes to achieving safety performance targets.

As with other federal requirements, the Safety Performance Management regulations only apply to MPOs. However, the Department will provide a form letter to every Planning Partner which includes PennDOT's established targets for the region. This form will be required in the TIP submission to document Safety Performance Management requirements, and the decision to agree to support the PennDOT targets, or establish specific regional targets.

More information regarding Safety Performance Management can be found in the link in Appendix 6 References.

ITS and traffic operations projects should be consistent with national and state Planning for Operations guidance, as well as ROPs and ITS Architectures. The limited number of capacity adding projects to be considered for advancement in nonattainment transportation management areas (TMAs) must be consistent with the region's CMP.

PennDOT will request a list of turnpike projects from the PTC and distribute the list to all Planning Partners, in advance of air quality conformity time line requirements, so the projects can be included in appropriate TIPs. PTC projects requesting federal funding and that are selected for inclusion on a TIP will be assigned an MPMS number; PTC projects having no federal funding will need to be identified another way on the TIP.

TIP Submission Requirements

TIP submission Documentation, Descriptions, and 2019 Check List are found in Appendix 3. All required documentation indicated must be submitted to PennDOT after individual TIPs are approved by the MPO/RPO. To ensure completion, the 2019 Check List is included as part of Appendix 3.

- Five copies of the completed TIP must be provided to the PennDOT Program Center according to the schedule in Appendix 5. Program Center staff will complete the remaining portions of the 2019 Check List and forward it to FHWA/FTA with the STIP.
- The Program Center will complete a statewide Check List similar to the 2019 Check List and forward it to FHWA/FTA with the STIP. Specific requirements or additional explanations are provided in Appendix 3.

Program Administration

The 2019 Transportation Program must continue to be responsive to necessary program changes after adoption. Changes to the STIP/TIP are enacted through procedures for STIP/TIP revisions adopted at both the MPO/RPO and state levels. Changes to the TIPs and delivery of completed projects are monitored by the Planning Partners and the subject of various program status reports.

Projects in the first year of the STIP/TIP shall constitute an "agreed to" list of projects for subsequent scheduling and implementation. If a project in the second or third period of the TYP is to be advanced, expedited selection procedures may be used if agreed to under each MPO/RPO's procedures for TIP revision. The procedures that were approved by each MPO/RPO for the 2017 Program should be used as a starting point for the development of the procedures for the 2019 Program. The new procedures for TIP revision must be part of the public comment period on the recommended 2019 Program.

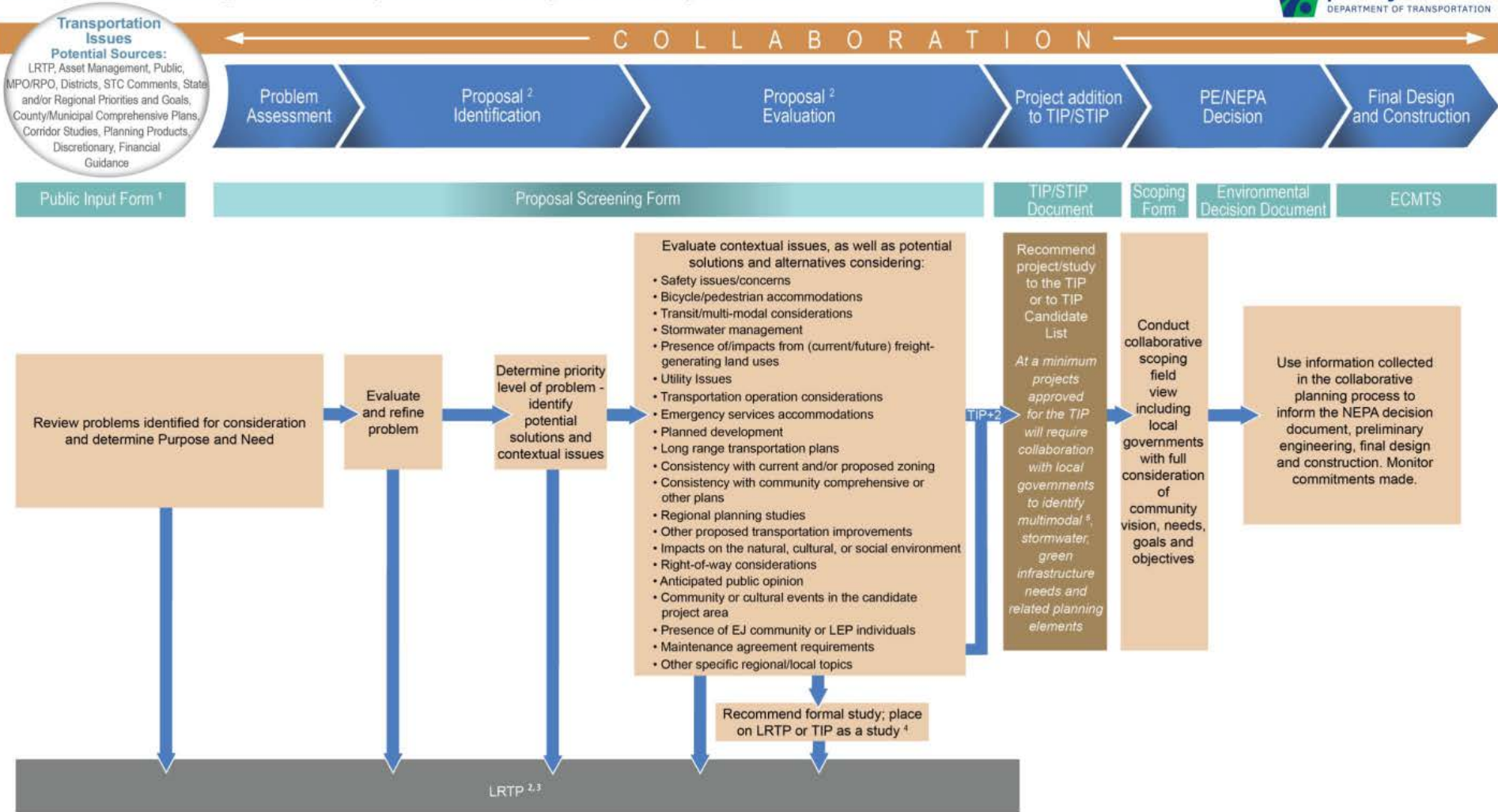
It is recommended that project selection requirements and procedures for TIP revision permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year financial constraints.

Coordinate program revisions, including those for the Interstate Management Program, with all Partners to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and county/regional LRTPs, and vice versa, and work toward the development and implementation of a streamlined revision processes.

Track progress of program and project implementation including major projects that slipped, and share the findings with the Planning Partners and the public. The MPO/RPO progress reports detail obligations and are sent by PennDOT to the MPOs/RPOs quarterly as shown in Appendix 3, items 13 and 14. MPOs and RPOs are to share this information with their respective Boards/Committees and the public. This is a FAST Act requirement for state DOTs, MPOs and public transportation properties.

APPENDIX 1 - PennDOT Design Manual Part 1A (DM1A)

Transportation Program Development and Project Delivery Process



Footnotes:

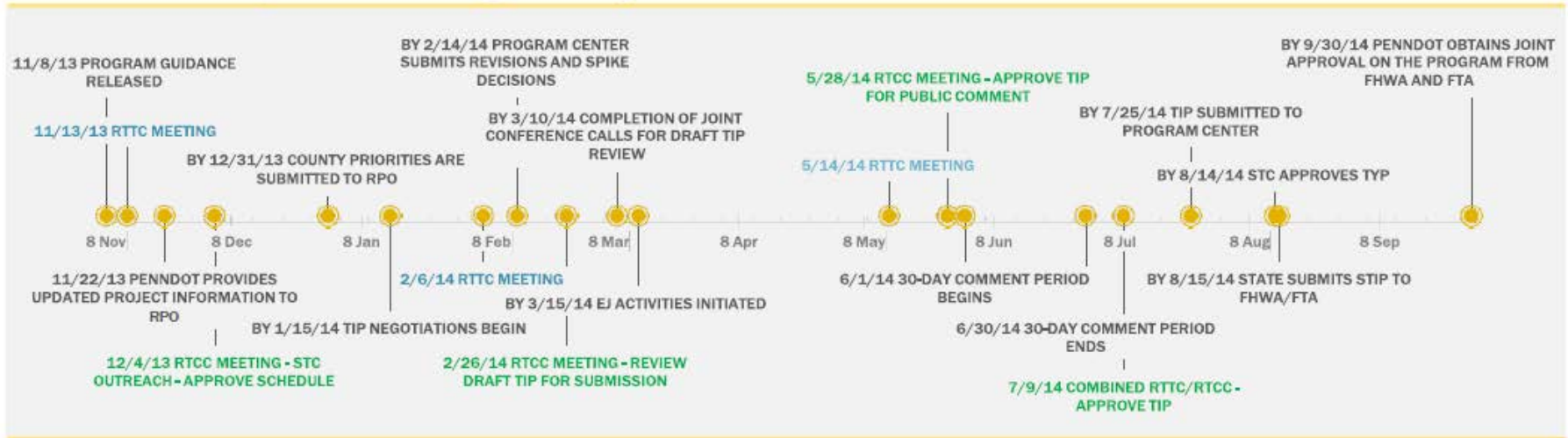
1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to dismiss a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the LRTP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

March 22, 2017

Publication 10A (DM-1A)

APPENDIX 2 – TIP Development Process Sample Process - Timeline

Southern Alleghenies Rural Planning Organization 2015 Transportation Program Update Schedule



APPENDIX 2 - TIP Development Process

Sample Process - Documentation



2017-2020 TIP Development Schedule

Revised November 30, 2015

DATE (2015)	MILESTONE
By July 31 st	State Transportation Commission (STC) conducts public outreach to support development of the 2017-2028 Twelve Year Program (TYP)
August 26 th	RTTC/RTCC Meeting - TIP schedule and 2016 approval milestones reviewed
September 2 nd	PennDOT District 9-0 meets with county planners to discuss initial project priorities
By September 30 th	District provides updated scopes, costs, and schedules for carryover projects and candidate projects to RPO
October 14 th	PennDOT Program Center issues TIP Financial Guidance
October 15 th	Program Center issues General and Procedural Guidance and TIP development schedule
	PennDOT Planning Partners conference call to discuss draft TIP guidance and schedule
October 22 nd	Local Bridge Subcommittee conference call to discuss the RPO local bridge risk assessment and initial county priorities for local bridges
November 4 th	RTTC Meeting - Initial Draft Highway & Bridge TIP recommended to RTCC for approval and 2016 meeting dates scheduled
November 5 th	Program Center issues final TIP General and Procedural Guidance
By November 25 th	Program Center provides final "spike" funding decisions to Planning Partners and District Offices
December 2 nd	Local Bridge Subcommittee conference call to discuss spike funding decision and recommend final list of local bridges to the RTCC for addition to the Draft TIP
December 10 th	RTCC Meeting - Draft TIP approval and 2016 meeting dates scheduled
By December 23 rd	MPOs/RPOs/PennDOT review highway, bridge, and transit projects for possible TIP inclusion. Tip negotiations begin.

DATE (2016)	MILESTONE
By February 5 th	Program Center completes initial review of Draft TIP
By February 19 th	Program Center meets with RPO and District to review draft TIP and negotiate/resolve any remaining issues
February 10 th	RTTC Meeting
By February 12 th	Program Center submits comments and revisions to RPO, including final "spike" funding decisions
March 2 nd	RTCC Meeting
By March 4 th	TIP negotiations conclude
	RPO and District reach consensus on TIP
	Environmental Justice activities begin
May 11 th	RTTC Meeting - Draft TIP reviewed and recommended to RTCC for approval
June 1 st	RTCC Meeting - Draft TIP reviewed and approved for 30-day public comment period
July 13 th	RTTC Meeting
By July 16 th	Environmental Justice conformity determined
	RPO conducts TIP public outreach meetings in each county
	RPO and PennDOT complete joint TIP/STIP 30-day public comment period
	All relevant documents placed on websites for public access
July 20 th	RTCC Meeting - Highway & Bridge TIP and Transit TIP approved for submission to Program Center (required by July 26 th)
By August 6 th	STC approves Twelve Year Program (TYP)
By August 12 th	STIP submitted to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) for review and approval
By September 30 th	PennDOT obtains joint approval of the 2017-2020 TIP from FHWA/FTA

Southern Alleghenies RPO

Transportation Improvement Program

APPENDIX 3 - TIP Submission Required Documentation

Documentation required to be submitted with an approved MPO/RPO TIP to PennDOT.

- (1) Cover Letter which documents the organization and date of MPO/RPO TIP adoption;
- * (2) Highway-Bridge Program Project Listing (public version with long narrative);
- * (3) Public Transportation Program Project Listing (public version with long narrative);
- * (4) Public Transportation Financial Capacity Analysis (for appropriate operators as determined by the provisions of FTA Circular 7008.1A.);
- * (5) Air Quality Conformity Determination Report (in non-attainment and maintenance areas only);
- (6) Air Quality Resolution (in nonattainment and maintenance areas only);
- (7) MPO Self-Certification Resolution;
- (8) Agreement to support PennDOT safety performance measure targets; or documentation of the specific targets established by the region;
- * (9) Procedures for TIP Revision;
- * (10) MPO/RPO Public Participation Plans;
- (11) Documented TIP Public Comment;
- * (12) Environmental Justice Summary;
- (13) Document MPO/RPO TIP development timeline, and project prioritization and selection process;
- (14) List major regional projects from the previous TIP(s) (implemented);
- (15) List major regional projects from the previous TIP (with significant delays); and,
- (16) 2019 Check List

- * Must be available for review during the required public comment period.

A detailed description of the above items is provided on the following pages.

APPENDIX 3 - TIP Submission

Required Documentation Descriptions

Descriptions of each required TIP Submission document are provided below.

Project Lists (items 2 and 3)

Projects included on the Highway – Bridge Project List and the Public Transportation Project List must meet requirements identified in ‘Projects’ in the Project Development section. Projects identified in the adopted TIPs and on the PennDOT Interstate Program are also included in the STIP by signature of the Governor or his representative and in the TYP upon adoption by the STC.

Financial Plan (item 4)

TIP Financial Plans are produced at the statewide level by the Financial Guidance Work Group and documented by the Program Center and the STIP executive summary. No additional MPO/RPO documentation is needed. Financial planning requirements are noted in the General Guidance section and under Project Requirements in the Program Development and Administration section.

A Public Transportation Financial Capacity Analysis will be included by appropriate operators as determined by the provisions of FTA Circular 7008.1A.

Air Quality Conformity (item 5 and 6)

Perform air quality conformity analyses consistent with the USEPA’s Transportation Conformity Rule, recent federal court rulings and the Pennsylvania Transportation Conformity State Implementation Plan (SIP) in non-attainment and maintenance areas.

Include an Air Quality Report and an Air Quality Resolution in nonattainment areas.

MPO Self-Certification Resolution (item 7)

Prepared only by MPOs to certify that the transportation planning process is being carried out in accordance with all applicable federal requirements. A sample resolution that identifies the various requirements is attached as Appendix 4. Non-TMA MPOs must include documentation to ensure compliance.

Safety Performance Measures (item 8)

Planning Partner agrees to support the safety targets established by PennDOT, or Planning Partner establishes own safety targets and provides documentation for methodology used. A region-specific form letter will be provided by PennDOT to all Planning Partners and included in TIP submission to document Safety Performance Management requirements.

Procedures for TIP Revision (item 9)

Procedures for TIP Revision are identified in the Program Administration section under Program Development and Administration.

Public Involvement (items 10 and 11)

Public involvement in transportation program development is carried out in accordance with the procedures identified in existing Planning Partner public participation plans and the general guidance provisions of this document. A copy of the MPO/RPO Public Participation Plan, the advertisement of the required 30-day public comment period, and documentation of the agency's response to public comment are required in the MPO/RPO TIP submission.

Environmental Justice (EJ) Summary (item 12)

Summarizes the regional transportation program's impacts on minority and low-income populations as required by Executive Order 12898. MPOs/RPOs develop the EJ summaries, which must include the community profiles and methodology used in the assessment.

Project Prioritization Process (item 13)

Provide written documentation or a simplified timeline showing the unique process that was used by the MPO/RPO in the development of their TIP. The document or timeline, should show meetings with the District(s), MPO/RPO committee meetings used to discuss the draft TIP, public involvement activities or outreach, etc. In addition, the Partner's project prioritizing process utilized for TIP development and PennDOT's prioritizing process utilized for the Interstate Management TIP must be documented. The MPO/RPO submission should include a summary of how it relates to the LRTP vision, goals and objectives.

List of Major Projects from the previous TIP (items 14 and 15)

Two lists will be provided: one list identifies major projects that were completed during the previous TIP. The second list identifies major projects that experienced significant delay during the previous TIP period. The lists will be developed by the MPO/RPO with information provided by the PennDOT Districts.

2019 Check List (item 16)

This is the official documentation to ensure that the key components of the final TIP submission are complete. The 2019 Check List is included in this document.

A Title VI review of the Transportation Program Development Division completed July 21, 2015 recommended that a 'Title VI' program block be included in the 2017 TIP Check List. This is also included in the 2019 Check List, and Yes/No responses can be selected for whether your agency has: 1.) Title VI Coordinator; 2.) Title VI Policy; 3.) Title VI Complaint Process & Form; and 4.) Title VI Complaint Log.

APPENDIX 3 - TIP Submission 2019 Check List

Planning Partner: _____ Non-attainment Area: Yes ___ No ___ Maintenance Area: Yes ___ No ___ Identify the AQ Pollutant(s) (Ozone, PM2.5, CO, etc.): _____ Transportation Management Area: Yes ___ No ___	Directions: <ul style="list-style-type: none"> • Please use the provided responses in the drop down box given for the majority of the cells. To get to the drop down box, click a cell in your respective column. Then click the down arrow on the right hand side of the cell you just clicked. • Note: To select a date, there are three drop down boxes that represent Month, Day, and Year, respectively. • Cells that ask for a monetary figure or an explanation do not have a drop box, and therefore are not restricted to specific answers. 						
Shaded Stakeholder to Provide the Response Others Check to Indicate Response Verified							
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Information Items</th> <th style="width: 10%;">Response Type</th> <th style="width: 30%;">MPO/RPO</th> <th style="width: 10%;">Program Center</th> <th style="width: 10%;">FHWA</th> <th style="width: 10%;">FTA</th> </tr> </thead> </table>	Information Items	Response Type	MPO/RPO	Program Center	FHWA	FTA
Information Items	Response Type	MPO/RPO	Program Center	FHWA	FTA		
1. Public Participation Documentation:	Public comment period:	Date Range					
	Public meeting(s)-Date/Time/Location:	Date/Time/Location					
	Public meeting notice contains info about special needs/ADA Compliance?	Yes / No					
	Does the TIP Documentation contain a summary that provides a general overview of the transportation planning and TIP development process?	Yes / No					
	Does the summary explain the project selection process and/or project evaluation criteria procedures?	Yes / No					
	Environmental Justice documentation?	Yes / No					
	Public involvement outreach activities consistent with Public Participation Plan?	Yes / No					
	Were any public comments (written or verbal) received and addressed? If Yes, were they provided in the TIP Documentation submitted to PennDOT?	Yes / No/NA					
2. TIP Adoption:	Date TIP adopted by Planning Partner: Was TIP included in STIP without modification?	Meeting Date Yes / No					
	3. TIP Consistency with Long Range Transportation Plan (if applicable):	Is the Long Range Transportation Plan (LRTP) MAP-21 compliant?	Yes / No				
Is the TIP consistent with LRTP?		Yes / No					
Years covered by the LRTP:		Date Range					
Date LRTP Adopted by Planning Partner:		Meeting Date					
Anticipated date for new LRTP:		Date					
4. Air Quality Non-attainment and Maintenance Areas:	Is the area in an AQ non-attainment or maintenance area? If yes, then answer the following questions:	Yes / No					
	Have all projects been screened through an interagency consultation process?	Yes / No / NA					
	Conformity date for the LRTP:	Yes / No / NA					
	In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis?	Yes / No / NA					
5. Financial Constraint:	Is the TIP financially constrained, by year by allocations?	Yes / No					
	Compare the amount of Federal Funds programmed in each year of the TIP against Financial Guidance Work Group (FGWG) allocation:	Adopted TIP (\$)	Financial Guidance (\$)				
	FFY 2019						
	FFY 2020						
	FFY 2021						
	FFY 2022						
	Explain any differences:						
	Were the TIP projects screened against the federal/state funding programs eligibility requirements?	Yes / No					
	Does the STIP/TIP Financial information contain system level estimates of cost and revenue sources?	Yes / No					
	Are the estimated total cost(s) to complete a project, that extends beyond the TIP years, shown in the TIP?	Yes / No					
	Any additional funds programmed above FGWG allocations (i.e. Spike funds, Earmarks, etc.)? If YES, identify the TOTAL amount and TYPES of additional funds by Year:	Yes / No / NA					
	FFY 2019	Total \$ Amt by Fund Type					
FFY 2020	Total \$ Amt by Fund Type						
FFY 2021	Total \$ Amt by Fund Type						
FFY 2022	Total \$ Amt by Fund Type						
Comments:							

6. MPO Self Certification:	Does the TIP submittal contain the MPO Self Certification resolution?	Yes / No				
	For the Non-TMA MPO's does the self certification contain documentation to indicate compliance?	Yes / No				
7. Title VI:	Does your agency have a Title VI Coordinator?	Yes / No				
	Does your agency include a Title VI Policy?	Yes / No				
	Does your agency possess a Title VI Complaint Process and Complaint Form?	Yes / No				
	Does your agency have a Title VI Complaint Log?	Yes / No				
8. Transit Fiscal Disclosure:	Financial Capacity Document (MPO only)	Yes / No				
9. Required Submission materials as documented in General and Procedural Guidance: See Appendix 3 Items identified with an asterisk (*) must be available for review during the public comment period.	Cover Letter	Yes / No				
	* Highway and Bridge Listing with public narrative	Yes / No				
	* Public Transportation Listing with public narrative	Yes / No				
	* Public Transportation Financial Capacity Analysis	Yes / No				
	* Air Quality Conformity Determination Report	Yes / No				
	Air Quality Resolution	Yes / No				
	Self-certification resolution	Yes / No				
	Agreement to support PennDOT safety targets; or documentation of targets established by the region	Yes / No				
	* TIP Revision Procedures	Yes / No				
	PennDOT Connects Local Government Collaboration process established, and meetings ongoing.	Yes / No				
	Public Comment Period Advertisement	Yes / No				
	* Public Participation Plan	Yes / No				
	* Environmental Justice Summary	Yes / No				
	* Documented Public Comments received	Yes / No				
	TIP Development Documentation/Timeline Project Selection Process Documentation	Yes / No				
	List major projects from the previous TIP that were implemented and any significant delays in the planned implementation of major projects?	Yes / No				
	Are there any noteworthy practices that deserve statewide recognition or replicated in the next TIP update?	Yes / No				
	If Yes, explain:					
	Are there any issues or improvements that should be addressed by the next TIP update?	Yes / No				
	If Yes, explain:					
Were the required information, as documented in the General & Procedural Guidance, submitted?	Yes / No					
Any issues to be incorporated into the Planning Finding?	Yes / No					
10. Completed or Reviewed by:	Planning Partner:					Date:
	PennDOT Program Center:					Date:
	FHWA:					Date:
	FTA:					Date:

APPENDIX 4 - MPO Self-Certification
Sample Self-Certification Resolution Example 1

RESOLUTION
by the Board of the Delaware Valley Regional Planning Commission
DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION
PLANNING and PROGRAMMING PROCESS

WHEREAS, the US DOT Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning and programming process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning and Programming Regulations require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d) and 40 CFR part 93), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

WHEREAS, the TIP has been financially constrained as required by 23 CFR 450.324(h) of the Planning Regulations and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques; and

WHEREAS, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas has been met; and

WHEREAS, 23 U.S.C 150, 23 CFR Part 450, and 49 CFR part 613 require MPO's to establish and use a performance-based approach to transportation decision making, DVRPC continues to work with its partners to plan for the integration of performance measures and targets into the development of the Long Range Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

WHEREAS, the Fixing America's Surface Transportation Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: Section 450.306 (b)(9) – improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and Section 450.306 (b)(10) – enhance travel and tourism, DVRPC will work with its partners to consider these new factors in the planning process; and,

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order # 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

WHEREAS, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

WHEREAS, provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100, require MPOs policy boards to include officials of public agencies that provide public transportation, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of DVRPC's Regional Technical Committee and Regional Transit Advisory Committee; and,

WHEREAS, DVRPC certifies that it qualifies for the exception referred to above by meeting the specification which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991; and,

WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the metropolitan transportation planning and programming process is being carried out in conformance with all applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning and Programming.

I certify that this is a true and correct copy of Resolution No. B-FY16-xxx

Renee Wise, Recording Secretary

APPENDIX 4 - MPO Self-Certification
Sample Self-Certification Resolution Example 2

In accordance with 23 CFR 450.336, the STATE DEPARTMENT OF TRANSPORTATION, and the _____ Metropolitan Planning Organization for the _____ urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
2. In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
5. Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
9. Section 324 of Title 23 U.S.C., regarding prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

STATE DEPARTMENT OF TRANSPORTATION
_____ DISTRICT

METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD

District Engineer

Chairperson

Date

Date

APPENDIX 4 - MPO Self-Certification
Sample Self Certification Process/Checklist

SOUTHWESTERN PENNSYLVANIA COMMISSION
SELF-CERTIFICATION PROCESS

Introduction

A self-certification of the metropolitan planning process is required under 23 CFR 450.336: For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State (The Commonwealth of Pennsylvania) and the MPO (The Southwestern Pennsylvania Commission) shall certify, at least every four years, that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Self-Certification Schedule

SPC's self-certification process for Fiscal Years 2019-2022 will begin in April 2018. SPC staff will review and complete the self-certification checklist. The completed checklist will then be reviewed and commented upon by the SPC Transportation Technical Committee (TTC) at its May meeting. Changes will be made by SPC staff for approval in June by SPC, in conjunction with the FY2019-2022 TIP. Once the self-certification review checklist is approved, a Statement of Certification along with a Resolution by the Southwestern Pennsylvania Commission will be passed at their regularly scheduled June meeting. The statement of Certification along with the completed checklist will then be forwarded to the Commonwealth of Pennsylvania, the FHWA, and the FTA.

Self-Certification Checklist

The following checklist is intended to aid the MPO in reviewing and evaluating their transportation planning processes and programs for the required self-certification.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city? [23 U.S.C. 134(b);49 U.S.C. 5303 (c); 23 CFR450.310(b)]
2. Does the SPC Policy Committee include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134(b);49 USC 5303 (c); 23 CFR 450.310(d)]
3. Does the SPC boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period? [23 U.S.C. 134(b);49 U.S.C. 5303 (c); 23 CFR 450.312(a)]
4. Is there a currently adopted Unified Planning Work Program (UPWP)? [23 CFR 450.308]
 - a. Are tasks and work products clearly defined?
 - b. Is the UPWP consistent with the LRTP?
 - c. Is the work identified in the UPWP completed in a timely manner?
5. Does the SPC area have a valid transportation planning process? [23 U.S.C. 134; 23 CFR 450.306(b) and 450.324]
 - a. Is the transportation planning process continuous, cooperative and comprehensive?
 - b. Is there an adopted LRTP?
 - c. Does the LRTP have at least a 20-year planning horizon (at the time of adoption)?
 - d. Does it address the ten FAST Act Planning Factors? Does it include all applicable transportation modes?
 - e. Is the plan financially constrained?
 - f. Does it include funding for operations and system maintenance?
 - g. Is the LRTP updated every four years?
6. Is there an up-to-date adopted Transportation Improvement Program (TIP) [23 CFR 450.326]?
 - a. Is the TIP consistent with the LRTP?
 - b. Is the TIP fiscally constrained?
 - c. Is the TIP developed cooperatively with state and local transit operators?
 - d. Is it updated at-least every four years and adopted by SPC and the Governor of the Commonwealth of Pennsylvania?
7. Does SPC have an up-to-date, adopted Congestion Management Process? [23 CFR 450.322]
 - a. Is the CMP consistent with the LRTP?
 - b. Was the CMP used to develop the TIP?
 - c. Is the CMP monitored and re-evaluated to meet the needs of the area?
8. Does SPC have a process for including environmental mitigation discussions in the planning process? If so, how?

9. Does SPC meet the air quality conformity requirements set forth in nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93?
10. Does the planning process meet the following requirements:
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. Title VI of the Civil Rights Act of 1964, as amended (42 USC 200d-1), 49 CFR part 21 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
 - c. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - d. Section 1101(b) of the MAP-21 (P.L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 etseq.) and 49 CFR parts 27, 37, and 38;
 - f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - i. All other applicable provisions of Federal law. (i.e. Executive Orders 12898 and 13166)
11. Does SPC have an adopted Public Participation Plan? [23 CFR 450.316]
 - a. Did the public participate in the development of the Public Participation Plan?
 - b. Was the PPP made available for public review for at-least 45 days prior to adoption?
 - c. Is adequate public notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the Public Participation Plan periodically reviewed and updated to ensure its effectiveness?
 - g. Are plans/program documents readily available in an electronic format?
12. Does SPC have a process for including environmental, state, other transportation, historical, local land use, and economic development agencies in the planning process? If so, how?

APPENDIX 5 - 2019 Transportation Program Development Schedule

2/23/17	PennDOT Connects/Local Government Collaboration Initiative announced.
3/6/17 to 4/14/17	State Transportation Commission, PennDOT and Planning Partners conduct public outreach/public input to update the Twelve Year Program (TYP), as well as, analyze and prepare results to be shared with the public.
3/21/17	State Transportation Commission and PennDOT conduct Public Meeting Web Cast.
April - September	PennDOT Connects/Local Government Collaboration meetings take place for carry-over and new 2019 TIP projects.
5/1/17 to 5/2/17	Spring Planning Partners' meeting in the Harrisburg area.
By 5/26/17	Draft Financial Guidance is issued.
By 5/26/17	Draft General and Procedural Guidance and 2019 Transportation Program Development Schedule issued.
On 6/15/17	State Transportation Commission meets and is updated on development of the 2019 Program.
By 6/30/17	PennDOT will provide complete feedback from the Public Comment Period to Planning Partners.
By 6/30/17	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to Planning Partners.
By 6/30/17	PennDOT District project priorities are shared with Planning Partners. PennDOT will provide the MPO/RPOs with a list of the draft carryover Interstate Management Program projects.
By 7/14/17	WebEx/conference call to discuss the Investment Plan for the 2019 Program Update.
By 7/31/17	PennDOT issues final guidance documents to Planning Partners for the development of the 2019 Program.
By 7/28/17	Program Center provides the final "spike" decisions to Planning Partners and PennDOT Districts.
By 8/31/17	PennDOT reports HSIP targets to FHWA in HSIP Annual Report. 180-day clock begins for Planning Partners to decide to establish HSIP targets, or agree to support PennDOT targets.
By 9/29/17	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2019 Program. TIP/TYP negotiations begin. PennDOT will

provide the MPOs/RPOs with a list of draft Interstate Management Program Projects.

- By 10/31/17 MPO and RPO "Boards" meet to discuss the 2019 schedule and guidance; set their TIP approval meeting dates for the spring of 2018.
- By 12/29/17 PennDOT Connects/Local Government Collaboration meetings completed for carry-over and new 2019 TIP projects.
- By 12/29/17 Agreement to support PennDOT HSIP targets, or establish regional targets.
- By 12/29/17 MPOs and RPOs develop draft TIPs/TYPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. (MPMS attaching closed.) TIP/TYP negotiations continue.
- By 1/15/18 Interagency (FHWA, FTA, USEPA, PADEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by Planning Partners or PennDOT. TIP negotiations continue.
- By 2/1/18 Program Center completes initial review of preliminary draft TIPs/TYPs to ensure that PennDOT priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
- By 2/16/18 Program Center conducts individual meetings with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the program, and to negotiate/resolve any remaining issues. PennDOT, via the Program Center, submits comments and proposed program revisions back to the MPOs and RPOs, and shares this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the ICG.
- By 2/16/18 MPOs, RPOs, and PennDOT reach agreement on the respective portions of the program. TIP/TYP negotiations are concluded.
- By 2/27/18 180-day clock ends for agreement to support PennDOT HSIP targets, or establish regional targets.
- By 3/15/18 Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
- By 4/19/18 MPO, RPO and PennDOT complete air quality conformity analyses.
- After 5/27/18 STIP/TIP updates on or after 5/27/17 must include a description of how the STIP/TIP contributes to achieving safety performance targets.
- After 5/27/18 LRTP updates on or after 5/27/17 must include safety performance measures and targets.

- By 6/15/18 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 6/29/18 MPOs and RPOs formally approve their individual TIPs and submit their portions of the program to the Program Center.
- By 8/9/18 State Transportation Commission approves the Twelve Year Program.
- By 8/16/18 Governor/Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with USEPA on the air quality conformity documents.
- By 9/30/18 PennDOT obtains joint approval from FHWA and FTA of the 2019 Program.

APPENDIX 6 – References

Federal

<u>Name of Legislation</u>	<u>Citation / Regulations</u>	<u>Comment</u>
FAST Act of 2015	Pub. L. No. 114-94	Legislation passed Dec. 4, 2015.
	23 USC 134	Metropolitan transportation planning
	23 USC 135	Statewide and nonmetropolitan transportation planning
	49 USC 5303	Metropolitan transportation planning
	49 USC 5304	Statewide and nonmetropolitan transportation planning
	23 CFR Part 450	Statewide Transportation Planning Metropolitan Transp. Planning
	23 CFR Part 230	Equal employment
	49 CFR Parts 20	Prohibit lobbying
	49 CFR Parts 26	Disadvantaged Business Enterprise
	49 CFR Parts 27 , 37 , 38	Individuals with disabilities
Clean Air Act, as amended	Clean Air Act Table of Contents by Title	Section numbers in the U.S. Code are different than the Clean Air Act's section numbers.
Title VI of Civil Rights Act of 1964, as amended	42 USC 200d-1	Discrimination
	49 USC 5332	
Older Americans Act, as amended	42 USC 6101	Age discrimination
	23 USC Section 324	Gender discrimination
Rehabilitation Act of 1973, as amended	29 USC 701	Individuals with disabilities
American Disabilities Act of 1990	42 USC 1210	Individuals with disabilities
	Executive Order 12898	Environmental Justice

APPENDIX 6 – References

State

[2017-2020 STIP Executive Summary](#)

[2017-2020 STIP Joint Approval Letter and Planning Finding](#)

[TIP Submission Requirements – Check List](#)

[MPMS IQ](#)

[PA Act 120 of 1970](#)

[PA’s Long Range Transportation & Comprehensive Freight Movement Plan](#)

[ITS and Operations Planning](#)

[PennDOT Connects//Local Government Collaboration letter December 19, 2016](#)

[Transportation Program Development and Project Delivery Process](#)

[PennShare](#)

[Planning Deputate SharePoint site](#)

[Public Participation Plan for Statewide Planning](#)

[PennDOT Title VI Environmental Justice](#)

[State Transportation Commission](#)

[Statewide Procedures for 2017-20 STIP and TIP Revisions](#)

[PA Transportation Projects website](#)

[General Guide to Bridge Funding \(Flow Chart\)](#)

[Safety Performance Management](#)

[Transportation Investment Plan](#)

APPENDIX 6 – References

Regional

Long Range Transportation Plan

Transportation Improvement Program

Public Participation Plan

ITS Architecture

Operations Plan

Congestion Management Process

Freight Plan

Bicycle and Pedestrian Plan

Economic Development District Plans (as applicable, determined by MPO/RPO)

County and Municipal Comprehensive Plans (as applicable, determined by MPO/RPO)

Safety Plans

It is suggested that MPOs/RPOs edit this section for use as public information, keeping what is applicable and providing a hyperlink where sources are available on the internet.

APPENDIX 7 – Acronyms

Act 120	PA Act 120 of 1970
AC	Advance Construction
AUC	Accrued Unbilled Costs
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
DM1A	PennDOT Design Manual Part 1A
ECMS	Engineering and Contract Management System
EJ	Environmental Justice
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HSTOD	Highway Safety and Traffic Operations Division
ICG	Interagency Consultation Group
ITS	Intelligent Transportation Systems
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act of 2012
MPMS	Multimodal Project Management System
MPMS IQ	Multimodal Project Management System Interactive Query
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHS	National Highway System
Pa Code	Pennsylvania Code
Pa CS	Pennsylvania Consolidated Statutes
PADEP	Pennsylvania Department of Environmental Protection
PTC	Pennsylvania Turnpike Commission
PennDOT	Pennsylvania Department of Transportation
ROP	Regional Operations Plans
RPO	Rural Planning Organization
SIP	State Implementation Plan
STC	State Transportation Commission
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TYP	Twelve Year Transportation Program
USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
YOE	Year of Expenditure

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APPENDIX F

SEPTA'S AND PART'S FINANCIAL CAPACITY ANALYSIS

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

April 2, 2018

In accordance with FTA Circular 7800.1A, the following is provided as documentation that the Southeastern Pennsylvania Transportation Authority has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2019-2022 Transportation Improvement Program.

A. Scope of Operations

The Southeastern Pennsylvania Transportation Authority (SEPTA) was formed by an act of the Pennsylvania General Assembly in 1964 in order to provide public transportation services to Bucks, Chester, Delaware, Montgomery and Philadelphia Counties. Over the years, SEPTA acquired the assets of several private transportation companies. Today, SEPTA is the sixth-largest public transportation system in the United States and is responsible for operating:

- 118 Bus Routes
- 13 Regional Rail Lines
- 8 Trolley Lines
- The Broad Street Line and the Market-Frankford Line (subway/elevated)
- The Norristown High Speed Line (an interurban heavy rail line)
- 3 Trackless Trolley Routes
- Customized Community Transportation (CCT), demand response services for seniors and individuals with disabilities
- Five small bus circulator and shuttle services

In Philadelphia, City Transit Operations provides a network of 88 subway, subway-elevated, trolley, trackless trolley and bus routes. In Fiscal Year 2017, approximately 840,000 (unlinked) passenger trips were generated per average weekday.

SEPTA's Railroad Operations serves all five counties with a network of 13 regional rail lines, serving approximately 120,000 (unlinked) passenger trips per average weekday in Fiscal Year 2017. This service also operates to Newark, Delaware and to Trenton and West Trenton, New Jersey.

Suburban Operations (Victory and Frontier Divisions) provides service in the suburbs, north and west of the City of Philadelphia, with a network of 49 bus, trolley, and heavy rail routes serving approximately 72,000 (unlinked) passenger trips per average weekday in Fiscal Year 2017.

Customized Community Transportation (CCT) serves Philadelphia and the surrounding counties and schedules approximately 5,900 customized weekday trips for seniors and persons with disabilities.

SEPTA's five small bus circulator and shuttle services connect fixed route operations to business, health and educational centers, as well as to park and ride facilities. In Fiscal Year 2017, these services provided transportation for approximately 4,800 passengers per average weekday.

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B. Historical Trends

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years (Fiscal Year 2013 through Fiscal Year 2017). Between FY 2013 and FY 2015 passenger revenue increased at an average rate of 3%, but decreased each of the last two years with FY 2017 ending even with FY 2013. Operating expenses during the five year period increased from \$1,239.9 million to \$1,353.1 million, or 1.8% per year. Operating subsidies increased from \$746.5 million to \$857.0 million, or 2.8% per year. Operations for Fiscal Years 2013 through 2017 resulted in a relatively small surplus each year as total revenues exceeded total expenses by \$850,000 over the five year period. Gains on investments for Fiscal Years 2013 through 2017 are shown in the appendix in accordance with Governmental Accounting Standards Board Statement No. 53.

Transportation usage decreased during the five year period at an average of 3% per year. The number of passengers carried decreased from 358.4 million total unlinked passenger trips in FY 2013 to 308.3 million unlinked trips in FY 2017. Conversely, total actual vehicle revenue miles increased over the five-year period from 90.6 million to 100.2 million, or 2% per year.

SEPTA was able to meet its financial obligations during the five year period and its long-term debt, incurred for capital expenditures, increased from \$528.9 million at June 30, 2013 to \$620.6 million at June 30, 2017. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, remained relatively strong ranging between 36.5% and 41.2% during the five year period.

C. Current Condition

For FY 2017, the most recent fiscal year for which comparative information is available, total passenger revenue decreased 6.6% over the prior fiscal year. Operating expenses increased 2.6% primarily due to increases in wages and fringe benefits. FY 2017 operating subsidies increased 7.6% over FY 2016 primarily due to lower than expected passenger revenue that resulted from the ridership decrease. FY 2017 ended with a surplus as total revenues exceeded total expenses by \$207,000.

The Authority ended Fiscal Year 2017 with audited financial results consistent with its balanced budget.

D. Financial Projections

With the passage of Act 44 of 2007, as amended by Act 89 of 2013, a dedicated, long-term funding solution for transportation in Pennsylvania was enacted. This ended years of uncertainty with regard to SEPTA's operating subsidy. Act 89 also provides new bondable revenue sources for transit. In the future, SEPTA anticipates issuing bonds for certain capital projects, such as rail car acquisitions, to assist in financing the capital program.

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Appendix B, Financial Projections Consolidated Budget, provides the detailed projections through Fiscal Year 2024.

Forecast Assumptions By Category:

Passenger Revenue

Revenue is expected to grow 1% per year, except in Fiscal Years 2021 and 2024 when scheduled fare increases will take effect.

Shared Ride Revenue

This revenue category is forecasted to grow by approximately 1.5% each year over the five-year period.

Other Revenue

SEPTA's Other Revenue category includes income from investments, real estate rentals, advertising, parking lot fees, and frequency regulation income from the sale of electric power from storage batteries on the Market Frankford Line back to the Pennsylvania-Jersey-Maryland (PJM) grid. Other Revenue is expected to increase approximately 1% per year.

Expenses

Overall expense growth rate is 3% annually with fringe benefits expected to grow at a higher rate due to prescription drugs and medical costs.

The Other Expense categories anticipate third party supplier's price increases, while aggressive management of claims and installation of additional cameras on SEPTA's vehicles and at stations are expected to curtail cost increases in this area.

Subsidy

The subsidy category reflects the anticipated funding levels of the Public Transportation Trust Fund established by Act 44 of 2007, as amended by Act 89 of 2013.

E. Capital Program

The Fiscal Year 2019 Capital Budget was developed based on the following principles:

- Forecasted Federal, State and Local Funding Levels; and
- Budgeting based on Annual Cashflow Projections and Financial Obligations.

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2019 Capital Budget and Fiscal Years 2019-2030 Capital Program:

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- Federal funding levels consistent with the transportation funding authorization, Fixing America's Surface Transportation Act (FAST).
- Financial guidance for state funding from Act 89 of 2013.
- City/Counties local match requirements on federal and state funding.
- Short/long term capital financing to manage cash flow obligations.

Fiscal Year 2019 Projects

SEPTA's Fiscal Year 2019 Capital Budget totals \$749.62 million, a 3 percent increase over the FY 2018 Capital Budget. Available funds are allocated among projects that will advance strategic objectives, bring assets to a state of good repair, meet the Authority's financial obligations, implement system improvements, and enhance safety and security. Capital investments are focused on the following areas:

Rebuilding the System

Projects will return the system to a state of good repair via restoration or replacement of transit infrastructure that has exceeded its useful life. Projects will address the State of Good Repair backlog and preserve transit service for current and future customers. Programs include bridges; communication, signal systems, and technology; maintenance/transportation facilities and roofs; substations and power; and track and right-of-way.

Safety and Security

Projects include safety and security measures for vehicles and facilities, and interoperable communications improvements.

Vehicle Replacements and Overhauls

Projects include replacing vehicles that have exceeded their useful life, acquisition of additional locomotives and utility vehicles, and optimizing the fleet through targeted overhaul.

Financial Obligations

This includes payments for SEPTA's Amtrak trackage lease, other capital leases, and debt service payments.

SEPTA Key

Project includes the modernization of SEPTA's fare payment system and companion projects.

F. Financial Capability

SEPTA has the financial capacity to carry out the projects included in the FY 2019-2022 Transportation Improvement Program (TIP).

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SEPTA is designated by the Governor of Pennsylvania as the designated recipient of Section 5307 Urbanized Area formula funds for the five-county Southeastern Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and the City of Philadelphia. As such, the Authority submits, executes, and administers over \$500 million in federal and state grants annually. The final report for the 2017 Triennial Review for SEPTA found no deficiencies with FTA requirements for Financial Management and Capacity. This documentation is on file at the transit operators, as well as with the FTA.

The Commonwealth of Pennsylvania's Public Transportation Trust Fund provides SEPTA with financial resources for transit capital projects. In order to create a sustainable program and to leverage transportation investments, the State of Pennsylvania has established the match requirement of the Federal grant commitments as a top priority of the State Trust Fund. Additionally, local governments, such as the City of Philadelphia and the Counties of Bucks, Chester, Delaware, and Montgomery contribute a percentage of the local share. This funding is provided through the Annual Capital Budget process for each government entity.

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CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital projects included in the DVRPC FY 2019-2022 Transit Improvement Program (TIP).



Jeffrey D. Khueppel, General Manager
Southeastern Pennsylvania Transportation Authority

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

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Appendices

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT

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Appendix A - SEPTA Financial and Statistical Summary

Southeastern Pennsylvania Transportation Authority
Financial and Statistical Summary
For Fiscal Years Ended June 30
(Amounts in thousands)

	2013	2014	2015	2016	2017	% Change FY 2016 to FY 2017	Average Annual % Change FY 2013 to FY 2017
Passenger Revenue	\$ 441,656	\$ 471,787	\$ 476,291	\$ 470,445	\$ 441,401	-6.6%	-0.01%
Shared Ride Program	<u>18,786</u>	<u>18,432</u>	<u>20,003</u>	<u>18,575</u>	<u>17,205</u>	-8.0%	-1.7%
Total Revenues Based on Ridership	460,442	490,219	496,294	489,020	458,606	-6.6%	-0.1%
Other Operating Revenues	<u>32,497</u>	<u>32,716</u>	<u>33,756</u>	<u>35,950</u>	<u>35,732</u>	-0.6%	1.9%
Total Operating Revenues	492,939	522,935	530,050	524,970	494,338	-6.2%	0.1%
Operating Subsidies	<u>746,478</u>	<u>746,307</u>	<u>756,295</u>	<u>792,303</u>	<u>857,003</u>	7.6%	2.8%
Total Revenue	1,239,417	1,269,242	1,286,345	1,317,273	1,351,341	2.5%	1.7%
Operating Expenses (a)	<u>1,239,886</u>	<u>1,270,436</u>	<u>1,287,658</u>	<u>1,318,576</u>	<u>1,353,073</u>	2.6%	1.8%
Surplus / (Deficit)	<u>\$ (469)</u>	<u>\$ (1,194)</u>	<u>\$ (1,313)</u>	<u>\$ (1,303)</u>	<u>\$ (1,732)</u>		
Investment Gain (loss) re: GASB 53	<u>\$ 559</u>	<u>\$ 1,323</u>	<u>\$ 1,543</u>	<u>\$ 1,497</u>	<u>\$ 1,939</u>		
Surplus/ (Deficit) After Investment Gain (loss)	<u>\$ 90</u>	<u>\$ 129</u>	<u>\$ 230</u>	<u>\$ 194</u>	<u>\$ 207</u>		
Operating Revenue to Expense Ratio	39.8%	41.2%	41.2%	39.8%	36.5%		
Passengers Carried (Annual							
Unlinked Passenger Trips)	358,439	347,178	344,297	326,095	308,300	-5.8%	-3.0%
Actual Vehicle/Car Revenue Miles	90,600	91,655	91,714	101,155	100,193	-1.0%	2.0%
Unrestricted Cash and Investments, at Year-end	\$ 96,925	\$ 112,105	\$ 67,255	\$ 70,159	\$ 78,801	11.0%	-4.1%
Long-term Debt, at Year-end	\$ 528,877	\$ 521,326	\$ 488,677	\$ 464,214	\$ 620,630	25.2%	3.3%

(a) Excludes reserve increases related to other postemployment benefits.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

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Appendix B - Financial Projections Consolidated Budget

Amounts in thousands ('000)	Proposal		Projection			
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
REVENUE			Fare Increase			Fare Increase
Passenger Revenue	\$ 470,500	\$ 475,205	\$ 500,205	\$ 505,207	\$ 510,259	\$ 535,259
Shared Ride Revenue	16,725	16,976	17,231	17,489	17,751	18,018
Other Income	<u>41,246</u>	<u>41,658</u>	<u>42,075</u>	<u>42,496</u>	<u>42,921</u>	<u>43,350</u>
TOTAL OPERATING REVENUE	\$ 528,471	\$ 533,839	\$ 559,511	\$ 565,192	\$ 570,931	\$ 596,627
EXPENSES						
Labor & Fringe Benefits	\$ 1,038,640	\$ 1,069,940	\$ 1,109,134	\$ 1,151,353	\$ 1,190,495	\$ 1,231,327
Materials and Services	300,966	310,755	314,094	316,640	322,840	328,735
Injury & Damage Claims	28,655	29,085	29,520	29,965	30,415	30,870
Propulsion Power	31,430	31,900	32,320	32,700	33,190	33,685
Fuel	27,514	28,340	29,050	29,700	30,370	31,055
Other Expenses (Incl. Depreciation)	<u>25,816</u>	<u>26,590</u>	<u>27,390</u>	<u>28,075</u>	<u>28,775</u>	<u>29,495</u>
TOTAL EXPENSES	\$ 1,453,021	\$ 1,496,610	\$ 1,541,508	\$ 1,588,433	\$ 1,636,085	\$ 1,685,167
DEFICIT BEFORE SUBSIDY	\$ (924,550)	\$ (962,771)	\$ (981,997)	\$ (1,023,241)	\$ (1,065,154)	\$ (1,088,540)
OPERATING SUBSIDY						
Federal	\$ 80,578	84,147	84,814	85,576	86,338	86,997
State	735,209	765,369	780,694	815,869	850,409	870,140
Local	105,197	109,655	112,839	118,096	124,657	127,603
Other	3,566	3,600	3,650	3,700	3,750	3,800
TOTAL SUBSIDY	\$ 924,550	\$ 962,771	\$ 981,997	\$ 1,023,241	\$ 1,065,154	\$ 1,088,540
SURPLUS/(DEFICIT)	\$ _____ -	\$ _____ -	\$ _____ -	\$ _____ -	\$ _____ -	\$ _____ -

FINAL REPORT
FY 2016 TRIENNIAL REVIEW

of the

Borough of Pottstown
Pottstown, Pennsylvania

Recipient ID: 5556

Performed for:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION III

Prepared by:

CDI/DCI Joint Venture

Scoping Meeting Date: January 28, 2016
Site Visit Dates: June 28-29, 2016
Draft Report Date: July 28, 2016
Final Report Date: August 22, 2016

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I. Executive Summary

This report documents the Federal Transit Administration's (FTA) Triennial Review of the Borough of Pottstown. The review was performed by CDI/DCI Joint Venture. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. The Borough's transit facilities were toured to provide an overview of activities related to FTA-funded projects.

The Triennial Review focused on the Borough of Pottstown's compliance in 17 areas.

Deficiencies were found in the areas listed below.

Review Area	Deficiencies	
	Code	Description
Maintenance	D-191	Inadequate oversight of contracted maintenance activities
Procurement	D-740	Procurement policies not current/complete
	D-129 *	No FTA clauses
DBE	D-308 *	DBE goal achievement analysis and corrective action plan not completed or not submitted
	D-329	DBE uniform reports do not include required information
Drug-Free Workplace and Drug and Alcohol Program	D-113	Random testing rate below required level
	D-157	Drug and Alcohol contractors, subrecipients, and/or lessees not properly monitored for D&A program

* Repeat Deficiency

II. Review Background and Process

1. Background

The United States Code, Chapter 53 of Title 49 (49 U.S.C. 5307(f)(2)) requires that “At least once every three years, the Secretary shall review and evaluate completely the performance of a grantee in carrying out its program, specifically referring to compliance with statutory and administrative requirements.” This Triennial Review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993).

The Triennial Review includes a review of the grantee’s compliance in 17 areas. The basic requirements for each of these areas are summarized in Section IV.

This report presents the findings from the Triennial Review of the Borough of Pottstown (Borough). The review concentrated on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. The specific documents reviewed are referenced in this report and are available at FTA’s regional office or the grantee’s office.

2. Process

The Triennial Review process includes a pre-review assessment, a review scoping meeting with the FTA regional office, and an on-site visit to the grantee’s location. The review scoping meeting was conducted with the Region III Office on January 28, 2016. Necessary files retained by the regional office were sent to the reviewer electronically. A grantee information request and review package was sent to the Borough advising it of the site visit and indicating information that would be needed and issues that would be discussed. The site visit to the Borough of Pottstown occurred on June 28-29, 2016.

The onsite portion of the review began with an entrance conference, at which the purpose of the Triennial Review and the review process were discussed. The remaining time was spent discussing administrative and statutory requirements and reviewing documents. The reviewers toured the Borough’s transit facilities including the Downtown Transportation Center and Bus Turnaround and visited PART, the operating contractor to provide an overview of activities related to FTA-funded projects. The reviewers examined a sample of maintenance records for FTA-funded vehicles and equipment. Upon completion of the review, FTA and the reviewers provided a summary of preliminary findings to the Borough at an exit conference. Section VI of this report lists the individuals participating in the review.

3. Metrics

The metrics used to evaluate whether a grantee is meeting the requirements for each of the areas reviewed are:

- Not Deficient: An area is considered not deficient if, during the review, no findings were noted with the grantee's implementation of the requirements.
- Deficient: An area is considered deficient if any of the requirements within the area reviewed were not met.
- Not Applicable: An area can be deemed not applicable if, after an initial assessment, the grantee does not conduct activities for which the requirements of the respective area would be applicable.

III. Grantee Description

1. Organization

The Borough of Pottstown is the designated recipient of FTA funds for the Pottstown urbanized area, which includes the Borough of Pottstown; Upper Pottsgrove, Lower Pottsgrove, West Pottsgrove and Limerick Townships in Montgomery County; and North Coventry Township in Chester County, Pennsylvania. The Delaware Valley Regional Planning Commission (DVRPC) is the metropolitan planning organization for the Pottstown urbanized area. The population of the Borough's service area is approximately 43,500 persons.

The Borough contracts with a private entity, Pottstown Area Rapid Transit, Inc. (PART), for the operation and maintenance of its transit system. The Pennsylvania Public Utilities Commission granted Pottstown Area Rapid Transit the rights to operate transit service in the Borough. This franchise predates the establishment of the Southeastern Pennsylvania Transportation Authority (SEPTA), the regional transit authority.

2. Services

The Borough operates a network of five fixed routes that are oriented around a multi-use transit plaza in downtown Pottstown. Service is provided weekdays and Saturdays from 6:00 a.m. to 10:00 p.m. There is no service on Sundays. The transit plaza is also a stop for SEPTA's Route 93 bus. This route operates between Pottstown and Norristown, which allows the Borough's patrons access via public transit to other parts of Montgomery County and the region. The Borough's ADA complementary paratransit service operates during the same days and hours of service as the fixed routes.

The basic adult fare for bus service is \$1.90. A reduced fare of \$0.95 is offered to persons with disabilities, and Medicare cardholders during all hours of operation. Funding from the Commonwealth of Pennsylvania supports the senior citizen free-fare program. The fare for ADA complementary paratransit service is \$3.80.

The Borough's contractor, PART, operates a fleet of nine FTA-funded buses for fixed-route service. Its bus fleet consists of standard 30-, 35-, and 40-foot transit coaches, minibuses, and one rubber-tired trolley. The Borough's contractor also has a fleet of two locally funded vans used for ADA complementary paratransit service.

Service is oriented at the FTA-funded Charles W. Dickinson Transportation Center located at 1 Security Plaza in downtown Pottstown. FTA has also funded a bus turnaround at 121 College Drive in Pottstown.

The Borough's contractor operates service from its own administration and maintenance facility in Pottstown. The contractor is responsible for ADA paratransit eligibility determinations. The Borough provides planning, grant administration, and financial services. The Borough also conducts its own rolling stock, fuel, and transit-related construction procurements while the

contractor is authorized to purchase vehicle parts, tires, and other items required for the daily operation and maintenance of the transit system.

The Borough received a waiver from submitting annual National Transit Database Reports because it operates less than thirty vehicles in peak service.

3. Grant and Project Activity

Below is a list of the Borough's open grants at the time of the review.

Grant Number	Grant Amount	Year Executed	Description
PA- 90-X814	\$740,000	2014	Operating Assistance
PA-90-X028	\$760,000	2015	Operating Assistance
PA-90-X828	\$760,000	2015	2015 Operating Assistance
PA-95-X052	\$100,000	2014	Bus Shelter Upgrade and Replacement

In the past three years, the Borough awarded to PART a contract for purchased transportation to cover fiscal years 2016 through 2020.

The Borough is currently implementing a bus shelter replacement and upgrade project. Installation is expected to be completed in the summer of 2016.

The Borough plans to pursue the following noteworthy projects in the next three to five years:

- Implementation of an ITS system.
- Procurement of two new hybrid buses.
- Reviewing the route system for a planned route modification in early 2016.

IV. Results of the Review

1. Financial Management and Capacity

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, cover maintenance and operational costs for FTA-funded facilities and equipment, and conduct and respond to applicable audits.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Financial Management and Capacity.

2. Technical Capacity

Basic Requirement: The grantee must be able to implement FTA-funded projects in accordance with the grant application, FTA Master Agreement, and all applicable laws and regulations, using sound management practices.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Technical Capacity.

3. Maintenance

Basic Requirement: Grantees and subrecipients must keep federally funded vehicles, equipment and facilities in good operating condition. Grantees and subrecipients must keep Americans with Disabilities Act (ADA) accessibility features on all vehicles, equipment and facilities in good operating order.

Finding: During this Triennial Review of the Borough of Pottstown, a deficiency was found with the FTA requirements for Maintenance.

The Pottstown transit system is operated and maintained by a private contractor, PART, Inc. PART reports to the Borough on a monthly basis financial and ridership data. However, PART does not report on its maintenance activities on the FTA-funded vehicles, facilities and equipment used for the transit service. Therefore, the Borough has no oversight of these maintenance activities.

It should be noted that a review of PART's maintenance records and site observations found that it is adequately maintaining its FTA-funded vehicles, equipment, and facilities.

✓ Corrective Action and Schedule: By December 1, 2016, submit to the FTA regional office a maintenance oversight program for its contractor-operated bus system, along with evidence of its implementation.

4. Americans with Disabilities Act

Basic Requirement: Titles II and III of the ADA of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the U.S. Department of Transportation (US DOT) requirements for ADA.

5. Title VI

Basic Requirement: The grantee must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance without regard to whether specific projects or services are federally funded. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

Note: The fiscal year 2016 Triennial Review covers a three-year period in which the FTA issued a revised circular for Title VI, which provided more information on how to comply and changed requirements for some grantees with populations over 200,000. FTA Circular 4702.1B became effective October 1, 2012. Title VI programs submitted to FTA after this date must comply with the requirements of this circular. The Triennial Review will look at compliance with the requirement of FTA Circular 4702.1A for the period prior to October 1, 2012, and compliance with the revised circular for activities after this date.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Title VI.

6. Procurement

Basic Requirement: Grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable Federal law, including 49 CFR Part 18, (repealed effective December 26, 2014), 2 CFR Part 1201, incorporating 2 CFR Part 200 (specifically Sections 200.317-200.326), and FTA Circular 4220.1F, "Third Party Contracting Guidance."

Finding: During this Triennial Review of the Borough of Pottstown, deficiencies were found with the FTA requirements for Procurement.

The Borough last updated its Procurement Policies in June 2016. The policy addresses most of the required elements as stated in FTA Circular 4220 1.F except it does not address the procurement of professional services and architect/engineering services as well the use of advance payments. In addition, the section on change orders does not include the requirement to perform price/cost analyses on all such changes.

Two procurements were reviewed at the site visit. The 2015 contract with PART, Inc. for operating and maintenance services included all of the required clauses and provisions. However, the 2016 contract for the procurement and installation of bus shelters are missing the following clauses/provisions:

- Access to Records
- Federal Changes
- Special Department of Labor EEO Clause
- Contract Work Hours & Safety Standards Act
- Amount to be assessed in the Liquidated Damages Clause
- Bid Bond

This is a repeat deficiency from the 2013 Triennial Review.

Corrective Actions and Schedule: By December 1, 2016, submit to the FTA regional office revised procurement procedures that address the following:

- Inclusion of all FTA required third party contract clauses for all types of purchases, the procurement of professional services including architect/engineering services, and address the use of advance payments. In addition, the revised procedures need to include the requirement that a price/cost analysis is needed for every procurement action including all change orders.
- Checklists for different types of procurements that ensure proper implementation of its procedures.

7. Disadvantaged Business Enterprise

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for US DOT-assisted contracts.

Finding: During this Triennial Review of the Borough of Pottstown, deficiencies were found with the US DOT requirements for DBE.

In 2014 and 2015, the Borough failed to meet its DBE goal of 10.77 percent. For 2015, it did prepare a shortfall analysis. However, this analysis is incomplete as it does not analyze in detail the reasons for the difference between the overall goal and the DBE awards and commitments in that fiscal year or establish specific steps and milestones to correct the problems identified in the analysis to enable the Borough to meet fully the goal for the new fiscal year. This is a repeat deficiency from the 2013 Triennial Review.

The Borough has been submitting its semi-annual DBE reports as required. However, over the past three years, FTA has found these reports to be incorrect and/or incomplete. The submitted reports do not include all applicable FTA-funded contracting activity undertaken by itself and

any contractors and the grantee cannot demonstrate how these reports are reconciled to procurement records.

Corrective Actions and Schedule: By December 1, 2016, submit to the Regional Civil Rights Officer (RCRO) the following:

- Required shortfall analysis for 2015 and a description of the actions taken to implement future shortfall analyses.
- Confirmation that corrected and complete semi-annual reports for the past three years were submitted into TRAMS.
- Procedures for including all applicable FTA-funded contracting activity, including the activity of subrecipients, in future semi-annual DBE reports and inform of the implementation of these procedures with the submission of the next semi-annual report. This may include submission of supporting documentation demonstrating how procurement records reconcile with DBE reports.

8. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA-funded projects. Grantees must comply with Restrictions on Lobbying requirements.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Legal.

9. Satisfactory Continuing Control

Basic Requirement: The grantee must ensure that FTA-funded property will remain available to be used for its originally authorized purpose throughout its useful life until disposition.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Satisfactory Continuing Control.

10. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA, Moving Ahead for Progress in the 21st Century, and the metropolitan and statewide planning regulations. Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Planning/POP.

11. Public Comment on Fare Increases and Major Service Reductions

Basic Requirement: Section 5307 grantees are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Public Comment on Fare Increases and Major Service Reductions.

12. Half Fare

Basic Requirement: For fixed-route service supported with Section 5307 assistance, fares charged seniors, persons with disabilities, or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Half Fare.

13. Charter Bus

Basic Requirement: Grantees are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Charter Bus.

14. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for School Bus.

15. Security

Basic Requirement: As recipients of Section 5307 funds, grantees must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Security.

16. Drug Free Workplace and Drug and Alcohol Program

Basic Requirement: Grantees are required to maintain a drug-free workplace for all grant-related employees and to have an ongoing drug-free awareness program. Grantees receiving Section 5307, 5309, 5311 or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Triennial Review of the Borough of Pottstown, deficiencies were found with the FTA requirements for Drug-Free Workplace and Drug and Alcohol Program.

A review the MIS reports for 2013, 2014 and 2015 found that PART, the transit operator with safety-sensitive employees, did not meet the minimum random testing rates for both drugs and alcohol. The random testing rate for drugs was under 25 percent in 2013 and 2015. The random testing rate for alcohol was under 10 percent for all three years.

Grantees should monitor the quality of the testing service vendors for its program including collection sites, medical review officers (MROs), Substance Abuse Professionals (SAPs), and Breath Alcohol Testing technicians (BATs). PART does maintain copies of vendor qualifications for its MRO, SAP, and BAT. However, PART does not monitor its three collection sites for compliance with the drug and alcohol testing requirements.

Corrective Actions and Schedule: By December 1, 2016, submit to the FTA regional office the following:

- Plan to bring the random testing rates for its contractor with safety-sensitive employees to the required levels.
- Monitoring procedures for PART's vendors including the collection sites along with documentation of implementation of the drug and alcohol monitoring procedures.

17. Equal Employment Opportunity

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under the Federal transit laws. (Note: Equal Employment Opportunity Commission's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Finding: During this Triennial Review of the Borough of Pottstown, no deficiencies were found with the FTA requirements for Equal Employment Opportunity (EEO).

V. Summary of Findings

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Financial Management and Capacity	ND				
2. Technical Capacity	ND				
3. Maintenance	D-191	Inadequate oversight of contracted maintenance activities	Submit to the FTA regional office a maintenance oversight program for its contractor-operated bus system, along with evidence of its implementation.	December 1, 2016	
4. ADA	ND				
5. Title VI	ND				
6. Procurement	D-740	Procurement policies not current/complete	Submit to the FTA regional office revised procurement procedures that address the inclusion of all FTA required third party contract clauses for all types of purchases, the procurement of professional services including architect/engineering services, and address the use of advance payments. In addition, the revised procedures need to include the requirement that a price/cost analysis is needed for every procurement action including all change orders.	December 1, 2016	
	D-129 *	No FTA clauses (repeat deficiency)	Submit to the FTA regional office revised procurement procedures that include checklists for different types of procurements that ensure proper implementation of its procedures. describe the inclusion of all FTA required third party contract clauses.	December 1, 2016	
7. DBE	D-308 *	DBE goal achievement analysis and corrective action plan not completed or not submitted (repeat deficiency)	Submit the RCRO the required shortfall analysis for 2015 and a description of the actions taken to implement future shortfall analyses.	December 1, 2016	
	D-329	DBE uniform reports do not include required information	Submit the RCRO confirmation that corrected and complete semi-annual reports for the past three years were submitted into TRAMS	December 1, 2016	

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
			Submit the RCRO procedures for including all applicable FTA-funded contracting activity, including the activity of subrecipients, in future semi-annual DBE reports and inform of the implementation of these procedures with the submission of the next semi-annual report. This may include submission of supporting documentation demonstrating how procurement records reconcile with DBE reports.	December 1, 2016	
8. Legal	ND				
9. Satisfactory Continuing Control	ND				
10. Planning/POP	ND				
11. Public Comment on Fare Increases and Major Service Reductions	ND				
12. Half Fare	ND				
13. Charter Bus	ND				
14. School Bus	ND				
15. Security	ND				
16. Drug-Free Workplace/ Drug and Alcohol Program	D-113	Random testing rate below required level	Submit to the FTA regional office a plan to bring the random testing rates for its contractor with safety-sensitive employees to the required levels.	December 1, 2016 <i>Completed</i>	
	D-157	Drug and Alcohol contractors, subrecipients, and/or lessees not properly monitored for Drug and Alcohol program	Submit to the FTA regional office monitoring procedures for PART's vendors including the collection sites along with documentation of implementation of the drug and alcohol monitoring procedures.	December 1, 2016 <i>Completed</i>	
17. EEO	ND				

* Repeat Deficiency

VI. Attendees

Name	Title	Phone Number	E-mail Address
<i>Borough of Pottstown</i>			
Erica Batdorf	Assistant Borough Manager	610-970-6515	ebatdorf@pottstown.org
Mark Flanders	Borough Manager	610-970-6511	mflanders@pottstown.org
Kourtney High	Grants Administrator	610-970-6512	khigh@pottstown.org
Robert Plenderleith	Financial Administrator	610-970-6537	rplenderleith@pottstown.org
<i>PART</i>			
Jennifer Ridgeway	Director of Operations	610-326-5413	jenatcmd@aol.com
Charles Dickenson	Chief Executive Officer	610-326-5413	maryatcmd@yahoo.com
Mary Oxenford	Human Resources Manager	610-326-5413	maryatcmd@yahoo.com
<i>FTA</i>			
Terry Garcia Crews	Regional Administrator	215-656-7263	Theresa.garciacrews@dot.gov
Tony Tarone	Deputy Regional Administrator	215-656-7072	Tony.tarone@dot.gov
Tony Cho	Director, Office of Program Management and Oversight	215-656-7250	Tony.cho@dot.gov
Sheila Byrne	Transportation Program Specialist	215-656-7256	Sheila.byrne@dot.gov
Lynn Bailey	Regional Civil Rights Officer	215-6567121	Lynn.bailey@dot.gov
Anthony Romero	Senior Contracts Consultant	215-656-7061	anthony.romero.ctr@dot.gov
<i>CDI/DCI Joint Venture</i>			
John Caruolo	Reviewer	620-983-3694	JCaruolo@aol.com

VII. Appendices

No appendices included in this report.

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APPENDIX G

EXECUTIVE SUMMARY OF THE
DOCUMENTATION OF THE CONFORMITY
FINDING

Executive Summary

Overview

Transportation conformity is the process by which metropolitan planning organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Programs (TIPs) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). The transportation conformity process is required in areas that have been designated by the U.S. Environmental Protection Agency (US EPA) as not having met one or more of the NAAQS. These areas are called "nonattainment areas" if they currently do not meet air quality standards, or "maintenance areas" if they have previously violated air quality standards but currently meet them and have an approved Clean Air Act (CAA) section 175(a) maintenance plan. The transportation conformity requirements are still applicable for up to 20 years after a nonattainment area is redesignated to ensure that the region continues to meet the NAAQS.

A transportation conformity demonstration is required at least once every four years or when an MPO: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity demonstration is required due to the adoption of a new *Connections 2045* Long-Range Plan, a new Fiscal Year (FY) 2018 TIP for New Jersey and the addition of regionally significant and nonexempt projects being amended to the FY 2017 TIP for Pennsylvania.

The (DVRPC) region includes a complex combination of nonattainment and maintenance areas for three of the NAAQS (ozone, fine particulate matter [$PM_{2.5}$], and carbon monoxide [CO]). The region's ozone nonattainment area encompasses the entire nine-county DVRPC region, while the $PM_{2.5}$ and CO maintenance areas encompass various portions of the region. The region is required to demonstrate transportation conformity for each of these standards in each of the appropriate geographic areas covered by the nonattainment and maintenance areas.

This transportation conformity demonstration shows that the *Connections 2045* Long-Range Plan and region's TIPs are following, or "conforming to," the respective State Implementation Plans (SIPs) to meet the NAAQS.

This Executive Summary highlights DVRPC's conformity demonstration for:

- **Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 2008 Eight-Hour Ozone NAAQS requirements in:**
 - the DVRPC portion of the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area;
- **Direct $PM_{2.5}$ and precursor NO_x meeting the 1997 Annual, 2006 24-Hour, and 2012 Annual $PM_{2.5}$ NAAQS requirements in:**
 - the DVRPC portion of the Philadelphia–Wilmington, Pennsylvania–New Jersey–Delaware (PA–NJ–DE) Annual $PM_{2.5}$ Maintenance Area;
 - the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour $PM_{2.5}$ Maintenance Area;
 - the DVRPC portion of the New York–Northern New Jersey–Long Island, (NY–NJ–CT) Annual $PM_{2.5}$ Maintenance Area;

- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT 24-Hour PM_{2.5} Maintenance Area; and
- the Delaware County, PA Annual PM_{2.5} Nonattainment Area;
- **CO meeting the 1971 CO NAAQS requirements in:**
 - the Philadelphia–Camden CO Maintenance Area;
 - the City of Burlington in Burlington County, New Jersey, CO Maintenance Area; and
 - the City of Trenton in Mercer County, New Jersey, CO Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC Plan and TIPs with all applicable SIPs and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at

www.dvrpc.org/airquality/conformity.

Analysis Approach

Regional Emissions Analysis of Plan and TIP Projects

The federal Final Conformity Guidance (Final Rule, 40 Code of Federal Regulations [CFR] 93) stipulates that the emissions analysis of transportation plans and programs must model all regionally significant, nonexempt projects. Each project in the Plan and TIPs has an associated alphanumeric air quality (AQ) code to identify which projects are coded into the DVRPC’s Travel Demand Model (TDM) to be included in the transportation conformity analysis. The code also identifies the first year for which those projects are analyzed. In addition, the AQ code identifies projects that are exempt from conformity analysis.

Pennsylvania and New Jersey have implemented SIPs that contain motor vehicle emissions budgets (MVEBs). The MVEB sets a regional emissions amount that functions as a threshold against which conformity is tested. The federal Final Rule stipulates that each SIP is sovereign and that for a multistate MPO such as DVRPC, conformity applies separately to individual state portions of its planning area.

DVRPC will be using the Motor Vehicle Emissions Simulator 2014a (MOVES 2014a) emissions model to demonstrate transportation conformity. MOVES 2014a is the latest US EPA emissions model and includes updates to fuel tables and improved emissions estimates from brake wear from the MOVES 2014 model. MOVES 2014a does not significantly change the criteria pollutant emissions results of MOVES 2014, and therefore is not considered a new model for SIP and transportation conformity purposes

Conformity Test

Pennsylvania and New Jersey have approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard. The Final Rule requires that regions with existing MVEBs for a standard of the same pollutant (i.e., 1997 Eight-Hour Ozone and 2008 Eight-Hour Ozone), must utilize the approved budget test to demonstrate conformity for the new standard. Therefore, DVRPC will utilize the 1997 Eight-Hour Ozone MVEBs in Pennsylvania and New Jersey to demonstrate conformity to the 2008 Eight-Hour Ozone Standard.

The region also has approved SIP budgets for the 1997 Annual and 2006 24-Hour PM_{2.5} standards in both Pennsylvania and New Jersey. In Pennsylvania, the Transportation Conformity Interagency Consultation Group (TCICG) has determined that since the Pennsylvania PM_{2.5} SIP budgets were developed with individual county emissions inventories, the MVEB portion of the SIP budgets for the 1997 and 2007 PM_{2.5} Standards attributed to Delaware County, could serve as a SIP budget for the 2012 Annual PM_{2.5} standard conformity demonstration.

The region is a limited maintenance area for CO and no emissions analysis is required.

Analysis Years

For this conformity demonstration, the mobile source emissions analysis years are identified in Table 1.

Table 1: Mobile Source Analysis Years

Year	Ozone	PM _{2.5}	Note
2017 (Pennsylvania only)	√	√	PM _{2.5} SIP budget year in Pennsylvania
2020	√	√	2012 PM _{2.5} Std. attainment date and near-term year
2025	√	√	PA and NJ PM _{2.5} SIP budget year
2035	√	√	Year within 10 years of previous analysis
2045	√	√	DVRPC Plan Horizon year

Source: DVRPC, 2017.

VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday. To demonstrate conformity for ozone in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area, projected VOC and NO_x emissions in all analysis years must not exceed the established MVEBs in prior years. Therefore, estimated VOC and NO_x emissions must be below the 2008 (in Pennsylvania) and 2009 (in New Jersey) SIP MVEBs in the respective states for the given analysis years.

To demonstrate conformity for the PM_{2.5} NAAQS, emissions are estimated for direct PM_{2.5} and the PM_{2.5} precursor chemical NO_x. The SIP budgets for PM_{2.5} in both states are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual PM_{2.5} emissions. In the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Maintenance Area; Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area; and the Delaware County PM_{2.5} Nonattainment Area, the analysis years are 2020, 2025, 2035, and 2045. In the Pennsylvania counties, 2017 is also an analysis year because that is an additional SIP budget year in Pennsylvania.

To demonstrate conformity in New Jersey, projected PM_{2.5} emissions in the analysis years must not exceed the 2009 (for analysis years before 2025) and 2025 (for analysis years 2025 and later) budgeted emissions in the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area and Mercer County in the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Maintenance Area. To demonstrate conformity in Pennsylvania, projected PM_{2.5} emissions in analysis years must not exceed the 2017 (for analysis years before 2025) and 2025 (for analysis years 2025 and later) budgeted emissions in the Pennsylvania portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area and Delaware County in the Delaware County PM_{2.5} Nonattainment Area.

Both New Jersey and Pennsylvania have approved limited maintenance plans for CO, and regional emissions analysis for CO is no longer required to demonstrate conformity.

Findings

The DVRPC Plan and the TIPs are found to be in conformity with the current Pennsylvania and New Jersey SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not

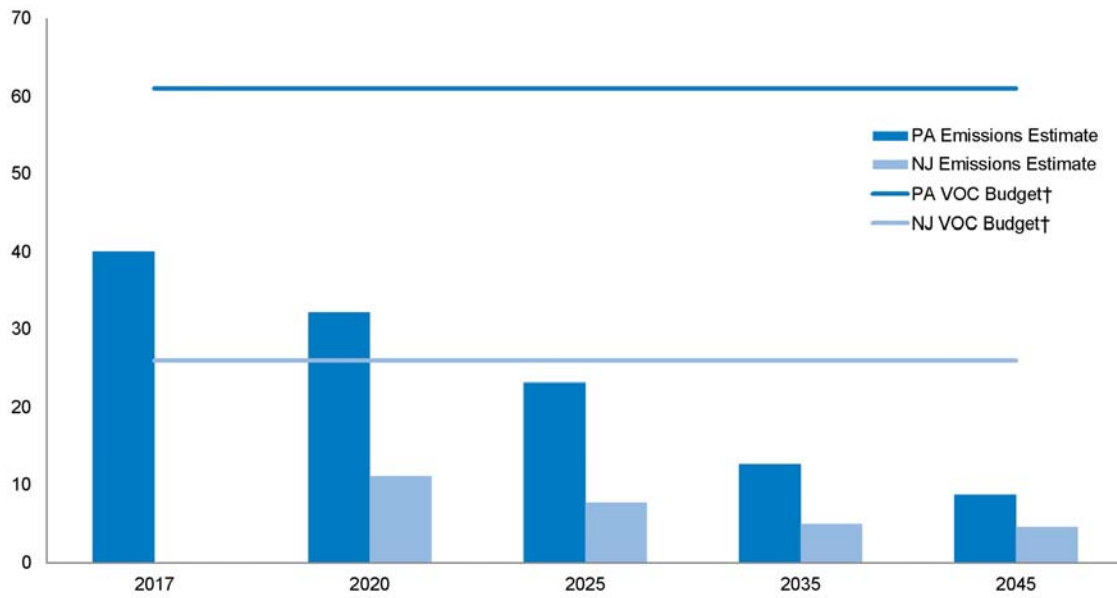
exceed the respective budgets established by the state departments of environmental protection (state DEPs) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- that the Plan and the TIPs are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the Plan and the TIPs do not interfere with the timely implementation of transportation control measures (TCMs) [40 CFR 93.113]; and
- that the Plan and the TIPs are consistent with the MVEBs in the applicable implementation plans [40 CFR 93.118].

Figures 1 through 6 detail the emissions analysis results for transportation projects included in the Plan and TIPs for Pennsylvania and New Jersey. The data for these figures is detailed in Tables 9 through 13, found on pages 26–28. These estimates of emissions results confirm that the transportation projects in the Plan and TIPs conform to the respective SIP and Final Rule conformity requirements.

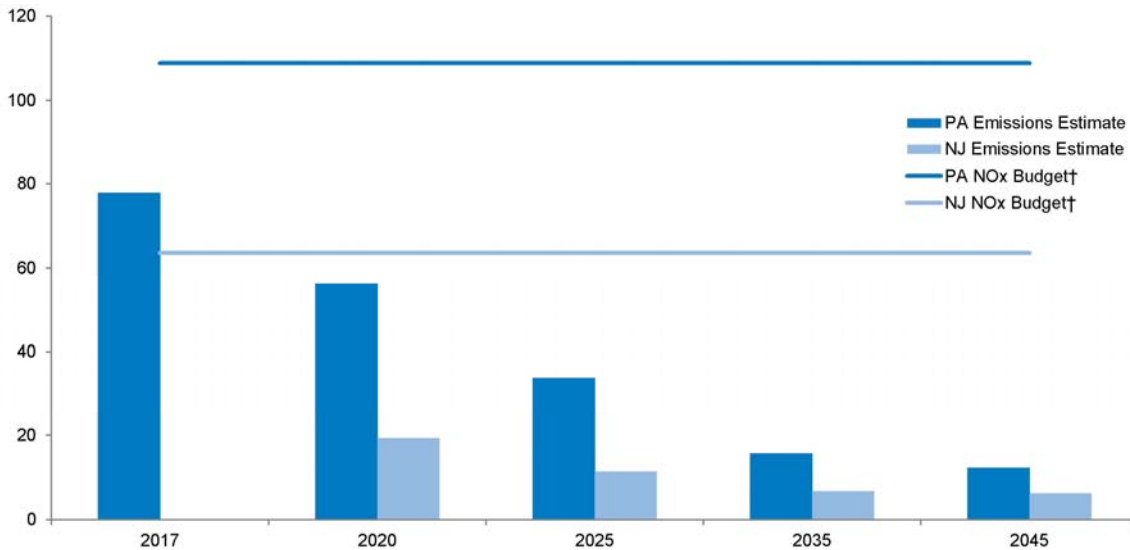
Figure 1: VOCs Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2017.

Note : †The most recent Eight-Hour Ozone SIP MVEBs (2008 in Pennsylvania or 2009 in New Jersey) will apply to all future analysis years.

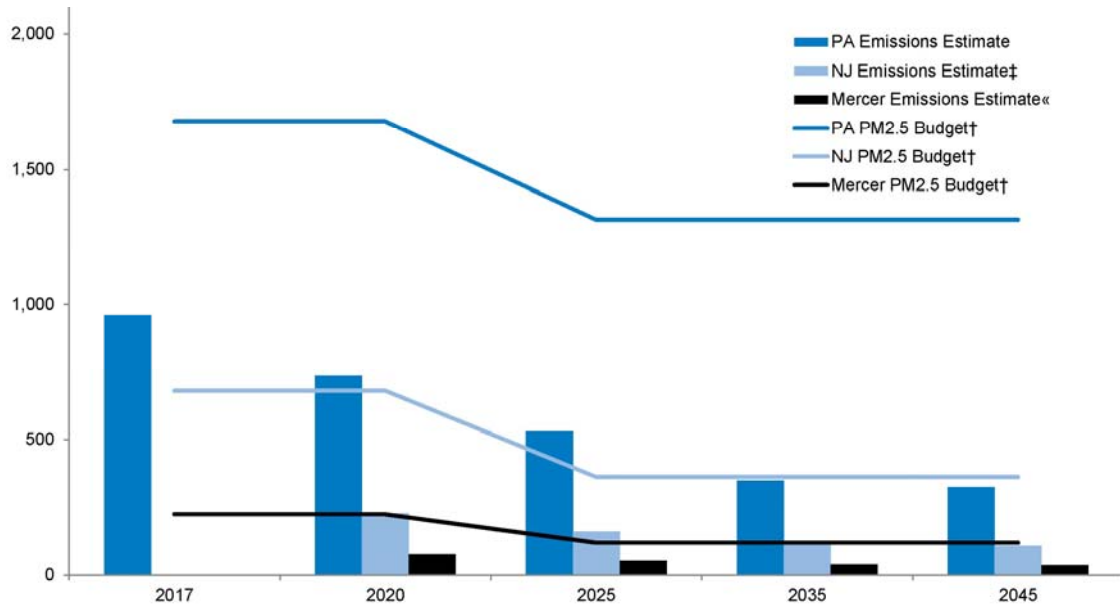
Figure 2: NO_x Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2017.

Note : †The most recent Eight-Hour Ozone SIP MVEBs (2008 in Pennsylvania or 2009 in New Jersey) will apply to all future analysis years.

Figure 3: Annual and 24-Hour Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



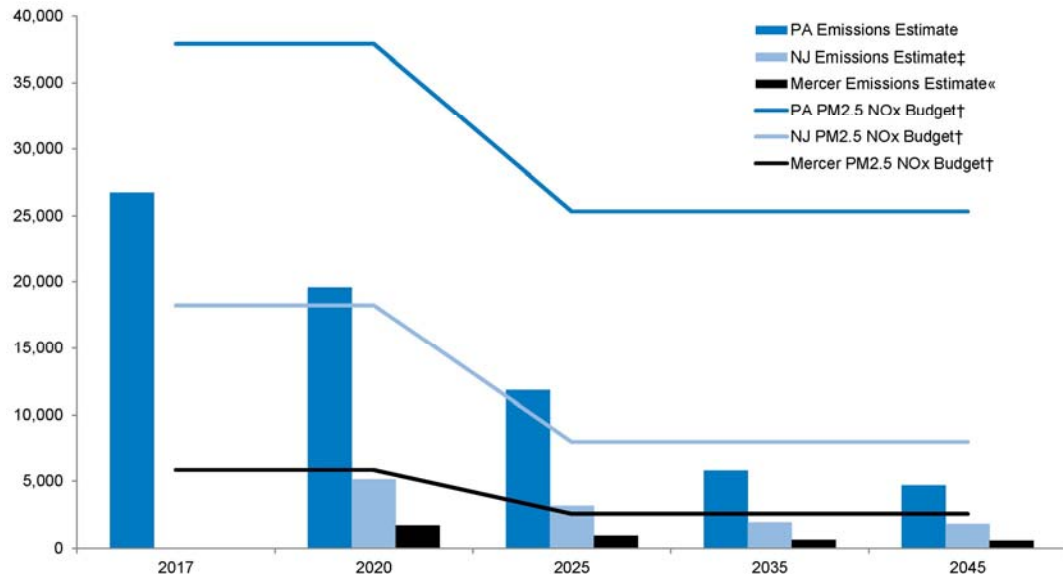
Source: DVRPC, 2017.

Note: † Associated MVEBs apply to all future analysis years.

‡ Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area.

« Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area.

Figure 4: Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



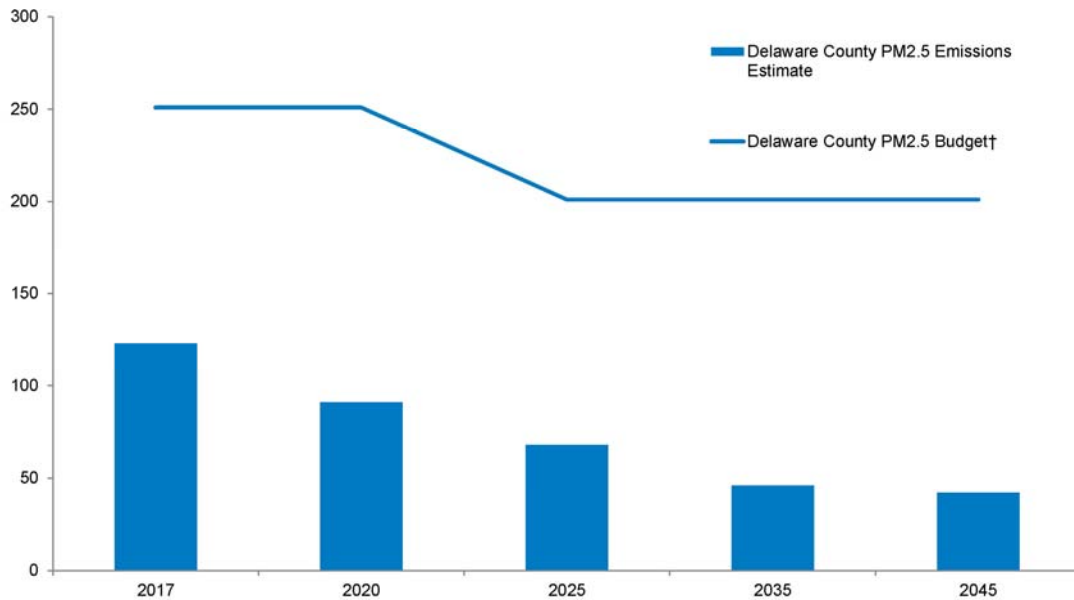
Source: DVRPC, 2017.

Note: † Associated MVEBs apply to all future analysis years.

‡ Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area.

« Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area.

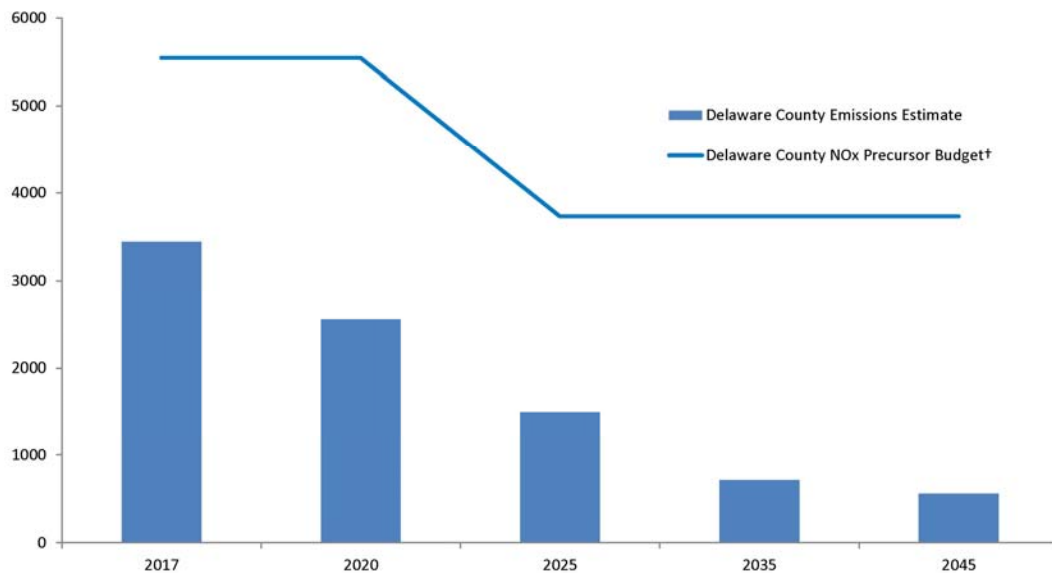
Figure 5: Delaware County Annual Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2017.

Note: † Associated MVEBs apply to all future analysis years.

Figure 6: Delaware County Annual NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2017.

Note: † Associated MVEBs apply to all future analysis years.

These findings demonstrate transportation conformity of the DVRPC *Connections 2045* Long-Range Plan, FY2017 Pennsylvania TIP, and FY2018 New Jersey TIP with the corresponding state SIPs and the Final Rule requirements under CAA, including:

- the 2008 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area;
- the 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area;
- the 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS in the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Maintenance Area;
- the 2012 Annual PM_{2.5} Delaware County Nonattainment Area; and
- the 1971 Eight-Hour CO NAAQS in the Philadelphia–Camden CO Maintenance Area; in the City of Burlington in Burlington County, New Jersey; and in the City of Trenton in Mercer County, New Jersey.



APPENDIX H

- SUMMARY OF THE TIP PUBLIC INVOLVEMENT PROCESS;
- SUMMARY OF PUBLIC COMMENTS;
- ORIGINAL PUBLIC COMMENTS;
- AGENCY RESPONSES;
- LIST OF RECOMMENDED CHANGES; AND
- SUPPORTING DOCUMENTATION

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Summary of Public Involvement
Process for the FY2019
Transportation Improvement Program
(TIP for Pennsylvania)

SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. Public participation is the only way to ascertain the interests of a wide variety of residents across the region. The need for public involvement is inherent to sound decision-making. DVRPC strives to provide a variety of opportunities for residents to be informed, participate, and be made aware of the decisions that will affect the future of this region.

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 encourages 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. The public comment period for the Draft DVRPC FY2019 TIP for Pennsylvania opened on May 1, 2018, and closed on June 3, 2018 at 5:00 p.m. (EST). Notice of the public comment period and the scheduled public meeting were distributed to over 13,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public. TIP documents were also mailed to Tribal representatives for comment.

Legal notices were placed in the Philadelphia Inquirer, the Philadelphia Tribune, Al Dia, the Trentonian, and the Courier-Post. An article also appeared in DVRPC's monthly newsletter. Announcements were made on DVRPC's Facebook page and Twitter feed. Public notices and requests for comment were sent to Tribal organizations. A public meeting was held on:

THURSDAY, MAY 24, 2018
4:00 p.m. - 6:00 p.m.
DVRPC Conference Center
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

The public was also given the option of participating in the meeting remotely via webinar.

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 public notice and the entire TIP document was placed on the DVRPC website, as were the date and location of the public meeting, and other general information. TIP information and public commenting were made available online as part of DVRPC's web-based TIP public comment application at www.dvrpc.org/TIP. Users were able to submit project-specific or general comments online. Note that beginning on Friday, May 18 from approximately 1:30 PM until Saturday morning, May 19 at 9:00 AM there was a web server outage and the DVRPC website was "down." During that 20 hour web outage, it is possible that the public may have experienced problems viewing the Draft FY2019 TIP for PA or submitting comments electronically. DVRPC proactively makes the comment period longer than the minimum 30-day requirement in case there is some sort of outage where documents cannot be reviewed, nor commented on.

In addition, comments were received by U.S. Mail, fax, and email, via the Office of Capital Programs (TIP@dvrpc.org), to facilitate the submission of comments.

For those without internet access, TIP documents were available at selected area libraries (see Table 1) for review, at the DVRPC Resource Center, at the public meeting, and were mailed to individuals by request.

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**INDEX OF COMMENTS ON THE DRAFT
DVRPC FY2019 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) FOR
PENNSYLVANIA**

**COMMENTS RECEIVED AS PART OF
THE PUBLIC COMMENT PERIOD**

Index of Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from Individuals		
Chester County		
Bicycle/pedestrian improvement requests - Route 29 Corridor in Chester County		
0001	Andrew P. Motel	Encourages greater focus on bicycle and pedestrian access in all transportation projects and specifically along the Route 29 corridor in Chester County. Concerned accommodations for bicyclists and pedestrians appear secondary to movement of motorized vehicles. The Route 29 corridor lacks facilities for bicyclists and pedestrians and is experiencing tremendous growth due to residential and commercial development enabled by the Route 29/Devault/PA Turnpike Interchange.
Delaware County		
MPMS #110965 - Marshall Road Corridor Safety Improvements		
0002	Alfred Achtert	Urges including a left turn arrow in the Marshall Road light cycle. Does not think Long Lane needs left turn arrows. Suggests that adding a left turn signal on westbound Marshall Road would allow SEPTA bus routes to avoid Grace Road and instead use the more appropriately sized Marshall Road and Long Lane.
Philadelphia County		
Bicycle/pedestrian improvement requests - Oppose roadway widening		
0003	Paul Glover	Opposes any road extension, straightening, or widening; favors improvements for transit, bicyclists, and pedestrians.
Intercity rail		
0004	Andre bustamante	Disappointed to not see improvements for intercity rail listed, including Amtrak's Keystone Corridor. Encourages improving track between 30th and Overbrook. Suggests development of Keystone West corridor with service between Pittsburgh and Altoona.
MPMS #108090 - Citywide Resurfacing 106		
0005	Bernadette Foley	Recommends resurfacing Trevoise Road between Bustleton Ave. and Edison St.
MPMS #88085 - Byberry Road Bridge Replacement		
0006	Adrienne Cianfarini	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0007	Christopher Bordelon	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential areas, particularly the Somerton neighborhood. Concerned that removing the weight restriction will lead to greatly increased truck traffic including vehicles from the Post Office facility on Byberry Road at Evans Road. Does not believe signage and policing can be expected to stop the movement of truck traffic through residential neighborhoods. Concerned that parcels in Somerton were designated for Keystone Opportunity Zone tax breaks and are being considered for development of e-commerce distribution centers, which would further increase truck traffic. Requests appropriate action by the City or Commonwealth to ensure the bridge project does not result in the introduction of truck traffic into Somerton.
0008	Donna Zitter	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0009	Jennifer cianfarini	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0010	Jerome Pierre Bordelon	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0011	Johnbuchatsky	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.

Index of Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from Individuals		
0012	Marie Nocitra	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0013	Mitchell J Kelly	Requests new bridge provide accommodations for bicycles and pedestrians.
Request to add proposed project to the TIP - Aerial Gondola to the Navy Yard		
0014	Frank Rapoport	Proposes an aerial gondola connector alignment providing public transportation to the Navy Yard.
Various County		
Bicycle/pedestrian improvement requests - Safety and Priority		
0015	Robert Thomson	Encourages considering bicycle and pedestrian safety with all road projects.
Connect Circuit Trails by advancing priority projects in the Circuit Line Item		
0020	Abby Lang	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0021	Abe Cooperman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0022	Adam Cronrath	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0023	Alex Shirreffs	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0024	Alisha Miranda	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0025	Alison Hastings	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0026	Amarjit Singh	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0027	Andrew Mramor	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0028	Andrew Polovoy	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0029	Andrew Thomas	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0030	Ann Cohen	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0031	Ann VanEerden	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0032	Ashley Vogel	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0033	Barbara Montabana	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0034	Barbara Snyder	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0035	Bob Sheppard Jr	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0036	Brian Kirk	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

Index of Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from Individuals		
0037	Brian Moore	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0038	Brooke Rothman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0039	Bruce Salkovitz	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0040	Carol Fleischman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0041	Carol Rowehl	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0042	Charles Nuyianes	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0043	Chris Holzner	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0044	Chris Stanford	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0045	Christine Reimert	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0046	Clare Day	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0047	Clifford Kellett	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0048	Cory Scott	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0049	Courtney Crain	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0050	Dana Fetch	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0051	Dani Solomon	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0052	Daniel Paschall	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0053	Daniel Safer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0054	Danielle Schwartz	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0055	Dave Burns	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0056	Dave Winoski	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0057	David Golden	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0058	David Lennon	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0059	David Loeb	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from Individuals		
0061	David Mcginn	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0062	David Shuey	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0063	Debbie Wile	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0064	Dee Carpenter	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0065	Dolores Carpenter	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0066	Donald Wilson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0067	Donna Jones	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0068	Donna Pancari	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0069	Douglas Dougherty	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0070	Ed Welsman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0071	Edward Williams	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0072	Elizabeth D. Hemphill-Burns	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0073	Elizabeth Hollinger	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0074	Ellen Chapman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0075	Erika Morgan	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0076	Esther Gilbert	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0077	Frances Liao	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0078	Frann Shore	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0079	Fredric Mirsch	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0080	George Benz	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0081	Gillian Macauley	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0082	Greg Lang	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0083	Gregory Milbourne	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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Comments Received from Individuals		
0084	Hedwig Cerwinka	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0085	Ira Josephs	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0086	Isaac Palant	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0087	James Kahn	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0088	James Moreton	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0089	Jason Lenthe	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0090	Jeff Lawton	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0091	Jeffrey Dubb	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0092	Jennifer Macnaughton	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0093	Jesse Lytle	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0094	Joanne Bezak	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0095	Joanne Delia	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0097	Jody Twer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0098	Joe Attanasio	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0099	John Hogan	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0100	John Hollyer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0101	John Ramsaur	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0102	John Seidel	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0103	John Wieme	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0104	Jonathan Seidel	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0105	Joseph McQuillan	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0106	Joshua Bryson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0107	Julia Tackett	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from Individuals		
0108	Juliann Pinto	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0109	Karin Annerhed-Harris	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0110	Karl Fetzer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0111	Kathleen Henry	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0112	Kathryn Rosse	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0113	Kirk Wangenstein	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0114	Krista Schroeder	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0115	Lane Fike	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0116	Lee Tabas	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0117	Lee Yancey	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0118	Leonard Bonarek	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0119	Linda Blythe	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0120	Lindsay Woodruff	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0121	Lisa Gares	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0122	Lisa Turner	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0123	Lonnie Hovey	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0124	Louis Peirce	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0125	Lucas Mueller	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0126	Lyn Hedrick	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0127	Manny Menendez	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0128	Margaret Turcich	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0129	Maria Nonemaker	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0130	Marissa Sudol	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from Individuals		
0131	Mark Davis	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0132	Mark Mumbauer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0133	Mark Zod	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0134	Mary-Angela Papalaskari	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0135	Matt Zapson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0136	Matthew Palombaro	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0137	Meagan Cusack	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0138	Melissa shipenberg	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0139	Michael Albany	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0140	Michael Del Vecchio	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0141	Michael Dennery Jr	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0142	Michael Gaunt	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0143	Michael Heller	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0144	Michael Warrington	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0145	Mike Dellapenna	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0146	Mike Narcowich	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0147	Molly Duffy	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0148	Neil Schmerling	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0149	Ogden Mitchell	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0150	P. John Paulson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0151	Patrick Sherlock	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0152	Patrick Walsh	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0153	Paul Edelstein	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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Comments Received from Individuals		
0154	Peter Furcht	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0155	Purnima Barve	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0156	Robert Duplessis	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0157	Rachel Edelman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0158	Rachel Isenberg	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0159	Rebecca Collins	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0160	Rich Hanson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0161	Richard Sands	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0162	Robert Duncan	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0163	Robert Perry	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0164	Robin Irizarry	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0165	Rory Boyle	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0166	Sarah Stuart	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0167	Scott Valentine	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0168	Sean Collins	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0169	Sherley Young	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0170	Silvia Ascarelli	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0171	Spencer Shelly	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0172	Stan Barndt	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0173	Sterling Johnson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0174	Steve Klein	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0175	Steve Saddle mire	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0176	Steven Furber	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from Individuals		
0177	Stuart Baird	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0178	Sue Goldstein	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0179	Susan Kahn	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0180	Susan Shulman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0181	Terry Curtin	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0182	Theresa Grimes	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0183	Thomas Lawn	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0184	Thomas Tompkins	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0185	Thomas Vernon	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0186	Tim Suba	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0187	Todd Lane	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0188	Tom Leahy	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0190	Tracy Galloway	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0191	Wendy Ankrom	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0192	Wesley Goodman-Levy	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0193	William Ambruster	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0194	William McDevitt	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0195	William Oliver	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0196	William Tung	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
General requests, concerns, and/or questions		
0016	Robert Thomson	Understands necessity to rehabilitate bridges and roads, but encourages more action to make facilities multimodal. Encourages more spending toward bringing SEPTA assets into a state of good repair. Feels there is still too much emphasis on high cost projects supporting single occupancy vehicles. Encourages more spending on lower cost improvements such as resurfacing and safety improvements.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from Individuals		
Not supportive of projects		
0017	Frank Tavani	Does not support advancing priority Circuit Trail projects.
Project Benefit Evaluation		
0018	Robert Thomson	Encourages DVRPC to make sure that screening and evaluation criteria emphasize the importance of reducing deaths and injuries for pedestrians and bicyclists. Suggests that failure to improve safety should remove a project from consideration for the TIP.
Safety Performance Management Measures Rule		
0019	Robert Thomson	Finds the section on the safety rule confusing. Specifically, Pennsylvania's targets for serious injuries and non-motorized fatalities seem to increase from the baseline. Encourages DVRPC to rethink supporting state targets.
Comments Received from Planning Partners		
Delaware County		
Technical corrections		
0197	Tom Shaffer - Delaware County Planning Department	Technical corrections to Draft FY2019 PA TIP documents.
Comments Received from Organizations/Agencies		
Bucks County		
MPMS #88083 - Stoopville Road Improvements - Phase 2		
0198	Sue Herman - Residents for Regional Traffic Solutions, Inc.	Opposes project's inclusion of intersection expansion. Concerned that project has abandoned plans for a multi-use trail and stormwater management improvements. Believes Newtown officials held a special meeting to abandon the original plan designed to address serious public safety issues along Stoopville Road in 2012. Believes the project misdirects funds to an intersection upgrade at Route 413 and Stoopville Road.
Chester County		
MPMS #93588 - Exton Station		
0199	Mimi Gleason - West Whiteland Township	Supports the funding programmed for Phases 1, 2, and 3 of the Exton Station Improvement Project. Station accessibility is a high priority for the township, as over 1,000 residents live within one-half mile of the station, but most lack bicycle or pedestrian access due to highway obstacles or lack of connected pathways. Township staff participated in DVRPC's Exton Train Station Concept Plan study and a TCDI-funded feasibility study for congestion mitigation and accessibility improvements to Pottstown Pike in the vicinity of Exton Station. The Township intends to develop plans for the recommended improvements and requests that these projects will be considered for future funding.
Request to add proposed project to the TIP - PA Route 113 widening		
0200	Bill Miller - Uwchlan Township	Requests adding the proposed PA Route 113 roadway "widening" project to the FY2019 PA TIP. The project is listed on the 2017 Chester County Priority Transportation list. The Township understands focusing on funding improvements to existing facilities in built out communities, but suggests that roadway expansions are necessary in growing areas.
Montgomery County		
MPMS #105077 - Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project		
0201	Don Delamater - Lower Providence Township	Request to add Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project (MPMS #105077) to the FY2019 TIP.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from Organizations/Agencies		
MPMS #16239 - New Hanover Square Road Bridge		
0202	Jamie Gwynn - New Hanover Township	Supports project; concerned about timing of construction and impacts to residents if the bridge needs to be closed prior to construction. Requests construction funding occur sooner.
MPMS #16741 - Swamp Road at PA 663 SR:0663		
0203	Jamie Gwynn - New Hanover Township	Supports project.
MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2)		
0204	Aaron Bibro - Hatfield Township	Requests that project should be a higher priority. Concerned that truck traffic on local roads has become unbearable for local communities.
Request to add proposed project to the TIP - SR 113 (Harleysville Pike) Relocation Project		
0205	Bob Mensch - PA State Senate	Supports Lower Salford Township's request to add the proposed SR 113 (Harleysville Pike) Relocation project to the FY2019 TIP.
0207	Kim Gephart - Lower Salford Township	Request to add proposed SR 113 (Harleysville Pike) Relocation project to the FY2019 TIP. Lower Salford Township has worked with PennDOT District 6 in conjunction with the PA 63 Bridges over Unami Creek and East Branch of Perkiomen Project (MPMS #50646) to install a traffic signal at the SR 113 intersection. The Township recognizes the signal will improve safety at the intersection, but is concerned it will result in increased congestion.
Request to add proposed project to the TIP - Willow Grove Interchange Improvements		
0206	David Dodies - Upper Moreland Township	Request to add funding for proposed improvements to the Willow Grove Interchange of the PA Turnpike to the FY2019 TIP.
Various County		
MPMS #60638 - SEPTA Regional Rail Car, Locomotive, and Trolley Acquisition		
0208	Anselm Sauter - Chamber of Commerce for Greater Philadelphia	Supports project.
MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)		
0209	Anselm Sauter - Chamber of Commerce for Greater Philadelphia	Supports project.
MPMS #75804 - University Ave/CSX Rail (Bridge)		
0210	Anselm Sauter - Chamber of Commerce for Greater Philadelphia	Supports project.
MPMS #77183 - Transit and Regional Rail Station Program; Improvements to SEPTAs 30th Street Station		
0211	Anselm Sauter - Chamber of Commerce for Greater Philadelphia	Supports project.

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**ORIGINAL COMMENTS ON THE
DRAFT DVRPC FY2019
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR
PENNSYLVANIA**

**COMMENTS RECEIVED AS PART OF
THE PUBLIC COMMENT PERIOD**

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Chester County

MPMS: By Andrew P. Motel **Item ID#: 0001**

DVRPC: I reviewed the DRAFT FY2019 TIP for PA. I appreciate the effort of the DVRPC in my township (Charlestown, Chester County) and our region. I write to encourage DVRPC to adopt a more aggressive focus on pedestrian use and bicycle access in every transportation solution it approaches. Too often, adding sidewalks, bike paths, crosswalks or making intersection improvements for people and bicycles appears grossly subservient to the "MOVEMENT OF VEHICLES." The Rt. 29 Corridor in East Whiteland and Charlestown Townships is a prime example of a "roadway on the cusp" of becoming (another) missed opportunity like Rt. 100 in West Whiteland Township where pedestrians and bicyclists as rare as unicorns. There is time, but it is very short. The Rt. 29 Corridor now lacks the basics essential to pedestrian and bicycle use. This area of DVRPC's Region is undergoing tremendous growth with shifting demographics in the work place, the expansion of area residential and commercial use (e.g. Great Valley Corporate Center, Atwater, Devault), are all of which are turbo-charged by the new Rt. 29/Devault PA Turnpike Interchange. There is time to incorporate improvements, but soon it will be infinitely more difficult, costly or simply impractical. Thank you for considering my comments and for the work you all do!

Andrew P. Motel Charlestown Township Planning Commission (2000 to present)

Delaware County

MPMS: 110965 By Alfred Achart **Item ID#: 0002**

Intersection of Marshall Rd and Long Lane

This intersection includes left turn lanes in each direction. Only the eastbound Marshall Rd direction has the left turn signalized with a left turn arrow. Westbound Marshall Rd needs to have a signalized left turn arrow which could share the same time in the cycle as the existing eastbound left turn signal. Long Lane does not need left turn arrows because it is less used.

Two Septa bus routes, 107 and 109, utilize the eastbound left turn signal to turn from Marshall Rd to north on Long Lane. Two other Septa bus routes, 68 and 108, come west on Marshall Rd. and go south on Long Lane using Grace Rd to avoid the Long Lane and Marshall Rd intersection. Grace Rd is a narrow residential street that historically was used by the Red Arrow Route J, the predecessor of the Septa Route 108. Grace Road is not adequate for forty foot, 102" buses and I have heard reports of articulated buses appearing on Route 68. Septa has used the lack of a left turn signal on westbound Marshall Rd as an excuse to not remove Routes 68 and 108 from Grace Rd and reroute them via Marshall Rd and Long Lane.

I urge you to include a left turn arrow cycle in the westbound Marshall Rd light cycle.

Alfred Achart Jr
7228 Radbourne Rd
Upper Darby, PA 19082

aachtert@verizon.net
215 796 0277

Philadelphia County

MPMS: By Paul Glover **Item ID#: 0003**

I oppose any road extension, straightening or widening. The era of the automobile must be replaced by town centers, train, transit, bicycling, and walking.

MPMS: By Andre bustamante **Item ID#: 0004**

Im a bit disappointed to see no improvements listed for intercity (amtraks keystone corrisor). The transit improvements seem to be limited in scope to septas plans which are fine but are not a substitute for intercity projects. Not long ago the goal was to get keystone service to as little as 80 minutes to Harrisburg. To that end I believe improving the track between 30th and overbrook where the train crawls could get you as much as 7 minutes and deserves inclusion in the plan. This project primarily benefits the keystone which is why septa is not a good steward for the project. I would also suggest the development of a keystone west corridor with service between Pittsburgh and Altoona a few times a day but the first suggestion seems most appropriate here.

MPMS: 108090 By Bernadette Foley **Item ID#: 0005**

I really don't care if you resurface Southhampton rd. It's not in too bad shape. The worst rd in the somerton

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Philadelphia County

neighborhood is Trevoise Rd between Bustleton ave & Edison st. There are so many problems! What makes it worse. A block away the road is bucks co. & has been resurface. It's a dream & makes driving on the city side an embarrassment!

MPMS: 88085 By Adrienne Cianfarini Item ID#: 0006

The current weight limit should be enforced to stop large trucks from access to the residential neighborhood, including school zones and retirement communities. The traffic as is already has a large amount of congestion that would be greatly affected by trucks coming from the boulevard.

MPMS: 88085 By Christopher Bordelon Item ID#: 0007

The Byberry Road Bridge Replacement project must be accompanied by regulations on the use of the use of the bridge to prevent large trucks from crossing and disturbing the residential use of property throughout Somerton, a long-established neighborhood just to the west of the bridge. For practical purposes, the 3-ton weight limit on the existing bridge was put in place, not because the bridge could not handle large trucks, but to forestall the problems that truck traffic would cause for the neighborhood. The need for the weight limit still exists, and the DVRPC should recommend that it remain in place. To remove the weight limit now and allow large trucks over the bridge would lead to serious problems for Somerton. Residents of the neighborhood strongly believe this, voicing their concerns at public meetings about the project held by PennDOT, and at a meeting of the Somerton Civic Association at which PennDOT made a presentation about the project. PennDOT officials' response was that the laws and regulations affecting use of the bridge by trucks were not their concern. What vehicles use the bridge may matter to PennDOT's bridge engineers only in the abstract. But the potential harm to thousands of residents of an existing neighborhood is a practical, day-to-day concern for them, and it should be a matter of concern to the governments of Philadelphia and of Pennsylvania, and of regional planners. If the bridge is opened to truck traffic, the numerous trucks from the existing Post Office facility on Byberry Road at Evans Road would be permitted to cross Somerton. So would other through trucks and local-delivery trucks that now proceed along other routes which, while perhaps slightly less convenient for them, are more appropriate because relatively few people live along those routes. Rather than confine themselves to Byberry Road, trucks would likely proceed along the shortest routes through the neighborhood to their destinations. This would save them time, in part by allowing them to avoid the difficult intersection at Bustleton and Byberry. Signage and policing could not be expected to stop the movement of traffic through residential parts of Somerton because traffic police in the neighborhood are few in number, a factor that must be considered by anyone recommending a solution to the problem. The existing 3-ton weight limit on the bridge has the advantage of allowing effective enforcement of the truck restriction at one location, potentially permitting fewer police to do the job of enforcement effectively. Moreover, there is a risk that City and Commonwealth officials may choose to subordinate residents' needs to their desire to offer nearby property subjected to tax breaks to commercial developers who wish to use it in ways that are wholly inconsistent with its residential surroundings. With no public input, nearby parcels in Somerton were subjected to Keystone Opportunity Zone tax breaks. According to news reports and to the public comments of elected officials who have been apprised of plans, these parcels have been marketed as e-commerce distribution centers, all-night warehouses that would bring numerous large trucks to the neighborhood. If such uses came to Somerton and large truck traffic was permitted across the bridge, many more trucks-- potentially hundreds more each day and night-- would cross the neighborhood. The neighborhood and its residents would suffer serious impairment to their use and enjoyment of their properties, and the value of residential properties would likely decline as a result. The bridge project, without appropriate restrictions (including retention of the existing weight limit) on the new bridge's use, would become a springboard for this introduction of wildly inconsistent uses into close proximity to one another. It would be inappropriate for the DVRPC to let that happen without recommending that the appropriate legal action be taken. It is appropriate for the DVRPC to consider the problems that the Byberry Road bridge project would cause for Somerton. The DVRPC should recommend that appropriate action be taken by the City or the Commonwealth to regulate the bridge's use in order to ensure that the bridge project does not result in the introduction of truck traffic into Somerton. Among its specific recommendations, the DVRPC should urge that the 3-ton weight limit remain in place.

MPMS: 88085 By Donna Zitter Item ID#: 0008

DO NOT REMOVE THE WEIGHT LIMIT ON THE BYBERRY RD. BRIDGE.

MPMS: 88085 By Jennifer cianfarini Item ID#: 0009

Keep weight limit to under 3 tons. No large trucks with the exception of emergency vehicles

MPMS: 88085 By Jerome Pierre Bordelon Item ID#: 0010

I am opposed to increasing the allowable weight limit on the Byberry Road Bridge when it is rebuilt. If the rebuilt bridge is built to support the passage of large trucks and tractor-trailers, then those vehicles will pass over that bridge

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Philadelphia County

absent some regulatory prohibition. "If you build it, . . . [they] will come" in very large numbers, as the saying might go. The neighborhood bordering Byberry Road will only change for the worse and property values will probably fall and definitely will not increase in the wake of such charmless and unsightly traffic. KEEP THE WEIGHT LIMITS THAT ARE IN EXISTENCE NOW. Jerome Bordelon 13015 Proctor Road Philadelphia, PA 19116 jeromebordelon@gmail.com

MPMS: 88085 By Johnbuchatsky Item ID#: 0011

do not allow trucs over 3 tons over this road!

MPMS: 88085 By Marie Nocitra Item ID#: 0012

The restriction I want to keep is the 3-ton weight limit to remain in place. This limit keeps large trucks from crossing the bridge and entering our residential neighborhood between Worthington Road and Bustleton Avenue. The congestion on Byberry Road to date is already an inconvenience to the local Somerton neighborhood. The addition of large trucks will only further that congestion in our neighborhood not to mention the environmental impact without this restriction. Byberry Road is a no-truck route and I want it to remain that way.

MPMS: 88085 By Mitchell J Kelly Item ID#: 0013

Please provide provisions for pedestrian and bicycle traffic on the replacement bridge. Thanks for reading.

MPMS: By Frank Rapoport Item ID#: 0014

Frank M Rapoport Esq.
Managing Principal
Urban Gondola Systems LLC
484 362 8481

<https://www.linkedin.com/in/p3dealmakerandadvisor>

We propose an aerial gondola connector alignment providing public transportation to the Navy Yard .There is a lot of green space and the alignment is approximate 6000 feet in horizontal length. Here is a simulation video of an alignment done in Europe <http://www.youtube.com/watch?v=2UQuZQuiiPo&sns=em>. The time has come for Philadelphia to join other cities like Miami and Los Angeles that are turing to aerial gondolas to solve public transportation. Urban Gondola Systems LLC works with the manufacturer of these systems, Doppelmayr Garventa of Austria

Attached is a power point showing how to connect the end of the broad street subway to the Navy Yard. Each gondola cars can hold up to 35 persons and running many on a loop can move 3000 commuters an hour. The funding comes through a mix of state and federal money , and private investments via Public Private Partnerships. Please consider this innovative option in your plans.

<https://www.natlawreview.com/article/forget-parking-spaces-developers-tenants-may-soon-be-asking-if-your-building-comes>

If you are not completely satisfied with our products or services, please send us an e-mail at feedback@doppelmayrusa.com . We promise to provide an initial written response within 3 working days, and we will do our best to follow through and resolve any concerns you have.

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Various County

MPMS: By Robert Thomson Item ID#: 0015, 0016, 0018, 0019

Here are my comments on the 2019-2022 PA TIP:

Safety Performance Management Measures Rule
The section on the safety rule is confusing. DVRPC has adopted Pennsylvania's safety targets, but it looks like the targets for serious injuries and non-motorized fatalities goes up from the baseline (Table 13). Either this is terribly

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

worded or a terrible safety target. Irrespective of VMT increases, government transportation authorities should not accept increases over the baseline--especially not after referencing Towards Zero Deaths. DVRPC should rethink the state targets and hold itself accountable to reducing transportation deaths and injuries.

The TIP screening criteria does nothing to mention specific action taken to reduce deaths and injuries for people walking and biking, the groups that have not benefited from safety improvements in recent decades. While AASHTO and the Highway Safety Manual have tried to better take into account the safety of those walking and biking, it has tended to be autocratic. DVRPC should make sure its selection criteria specifically emphasize the importance of lowering deaths and injuries for those walking and biking.

Finally, while it seems the "universal project benefit criteria" aren't really even used, safety shouldn't be one of many criteria, but a criteria that can remove a project. If the project in any way directly or indirectly reduces safety then it should not be on the TIP and probably should be removed if it doesn't have a positive impact on safety.

Bike/Pedestrian Improvements for Roadway Projects

Many of the roadway project descriptions make it clear that bike and pedestrian improvements are afterthoughts. Some state "as road widths allow" which gives the reader no confidence that projects selected were done both out of necessity for road condition, but also with an eye for prioritizing bike and pedestrian safety improvements. Bike and pedestrian safety should not be an afterthought for road projects.

Mix of Spending

Much of the spending fails to improve the transportation system we inherited. While it is necessary to rehabilitate bridges and roads, the TIP should encourage opportunities to improve them. Why aren't the Chestnut St. bridges getting fully protected bike lanes? Why are the JFK bridges where cars dangerously speed only getting a wide sidewalk to accommodate significant numbers of people walking and bicycling? How come few of the road improvements are making conditions better for transit? The TIP supports the rebuilding of mid century infrastructure at 21st century costs without making it a 21st century transportation system.

More of the transit spending should be spent in ways that can bring SEPTA into a state of good report and support future, higher levels of service on existing corridors. This means making sure the road network supports bus and trolley service as well as making sure the regional rail tracks will support more frequency.

There is still too much emphasis on high cost projects supporting single occupancy vehicles and not spending on relatively inexpensive projects. Resurfacing projects, safety improvements, safe spaces for cyclists, etc. are all less expensive, but can make our existing streets safer. The spending almost is not spent in ways that benefit the most people, but is instead spent in ways that benefit the most existing infrastructure. This is especially bad when none of these decisions are tied to good land use planning.

Rob

MPMS: By Frank Tavani Item ID#: 0017

Dear DVRPC,
I believe the following projects are ****NOT**** essential to be funded at this time:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Thank you,
Frank Tavani
Sincerely,
Frank Tavani
105 Kenilworth St

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia, PA 19147
2672504858

MPMS: By Abby Lang Item ID#: 0020

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Abby Lang
905 League Street
Philadelphia, PA 19147
2153275504

MPMS: By Abe Cooperman Item ID#: 0021

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Abe Cooperman
2101 Chestnut St Unit 1116
Philadelphia, PA 19103
215-575-0181

MPMS: By Adam Cronrath Item ID#: 0022

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Adam Cronrath
1934 Annin Street
Philadelphia, PA 19146
6104511100

MPMS: By Alex Shirreffs Item ID#: 0023

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

As a lover of both biking and our region's train system, I encourage you to please take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Alex Shirreffs
1530 S Camac St
Philadelphia, PA 19147
6094200812

MPMS: By Alisha Miranda Item ID#: 0024

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Sincerely,
Alisha Miranda
1113 Winton Street
Philadelphia, PA 19148
8455272422

MPMS: **By Alison Hastings** **Item ID#: 0025**

Dear DVRPC,
I'm a regional resident that uses The Circuit Trails. I support DVRPC and its Board's emphasis on trail finding. These projects are of particular interest to me:
Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Alison Hastings
190 N. Independence Mall West, 8th Floor, ACP Building
Philadelphia, PA 19106
2152382929

MPMS: **By Amarjit Singh** **Item ID#: 0026**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Amarjit Singh
5 Licia Drive
Broomall, PA 19008
4848029938

MPMS: **By Andrew Mramor** **Item ID#: 0027**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Andrew Mramor
1420 E Palmer St
Philadelphia, PA 19125
215-922-1124

MPMS: By Andrew Polovoy Item ID#: 0028

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Andrew Polovoy
2809 Welsh Road
Philadelphia, PA 19152
2676797689

MPMS: By Andrew Thomas Item ID#: 0029

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Andrew Thomas
5123 Locust St
Philadelphia, PA 19139
2164963182

MPMS: **By Ann Cohen** **Item ID#: 0030**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Ann Cohen
15 Huntingdon Dr
Southampton, PA 18966
2158054810

MPMS: **By Ann VanEerden** **Item ID#: 0031**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Ann VanEerden
84 Bustleton Pike, Churchville
Southampton, PA 18966
2153550794

MPMS: **By Ashley Vogel** **Item ID#: 0032**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, our regional trail network. They enhance the region providing access to recreational and transportation riding, increasing property values, and bringing trail users who stop to support local businesses.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Ashley Vogel
715 S Darien St
Philadelphia, PA 19147
7329482614

MPMS: By Barbara Montabana

Item ID#: 0033

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. But the complete Circuit segments are not that well connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I am getting older and would like to have a chance to ride on all these great trails before I get too feeble, so I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

I appreciate your speedy reaction!
Sincerely,
Barbara Montabana
41 S Elm Ave
Aldan, PA 19018
610-622-4467

MPMS: By Barbara Snyder

Item ID#: 0034

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Barbara Snyder
203 Hart Alley
Newtown, PA 18940
2159683208

MPMS: By Bob Sheppard Jr

Item ID#: 0035

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Bob Sheppard Jr
Delaire Lnd Rd
Philadelphia, PA 19114
2158500635

MPMS: By Brian Kirk

Item ID#: 0036

Dear DVRPC,
Hello,

First, thanks for considering feedback from citizens. It's an important function.

I'm a weekly bike commuter that both travels to and from work by bike and explores the region via our robust trail system. Continuing investments that support trail systems is not only good for quality of life in the region, but also for the economy. Please listen to this story published by Marketplace about the Penn./Maryland trail system, the Great Allegheny Passage, and how its impacted the local economy:
<https://www.marketplace.org/2018/02/28/economy/some-former-coal-towns-turn-towards-nature-tourism-new-economic-driver>

Today I'm reiterating support for the Bike Coalition's message, below.

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Thank you,
Brian Kirk
Sincerely,
Brian Kirk
314 N 12th St Apt 502
Philadelphia, PA 19107
7179821920

MPMS: By Brian Moore Item ID#: 0037

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Brian Moore
2332 South 20th Street, 2nd floor
Philadelphia, PA 19145
2673255166

MPMS: By Brooke Rothman Item ID#: 0038

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Brooke Rothman
863 N. Woodstock St.
Philadelphia, PA 19130
6092177231

MPMS: By Bruce Salkovitz Item ID#: 0039

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Bruce Salkovitz
174 Lafayette St
Doylestown, PA 18901
2153532449

MPMS: By Carol Fleischman Item ID#: 0040

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Carol Fleischman
146 Simpson Rd Ardmore PA
Ardmore, PA 19003
6105295498

MPMS: By Carol Rowehl Item ID#: 0041

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails. The completed trail segments are great: separated from auto traffic, and often connected with our region's natural resources. However, the connections between Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

segments have not been completed. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition: .

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Carol Rowehl
602 E Vernon Rd
Philadelphia, PA 19119
215-849-4077

MPMS: By Charles Nuyianes

Item ID#: 0042

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Charles Nuyianes
10925 Waldemire Dr
Philadelphia, PA 19154
2673388991

MPMS: By Chris Holzner

Item ID#: 0043

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Chris Holzner
148 E Rambler Dr
Southampton, PA 18966
2153647348

MPMS: By Chris Stanford Item ID#: 0044

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Chris Stanford
909 Harcourt Ln
Harleysville, PA 19438
215-444-0888

MPMS: By Christine Reimert Item ID#: 0045

Dear DVRPC,
I'm a Pennsylvania resident who uses The Circuit Trails and I'm hoping your continued support will help to further connect this network. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. The problem is that these completed Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Christine Reimert
3129 Fox Drive
Chalfont, PA 18914
2159180637

MPMS: By Clare Day Item ID#: 0046

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Clare Day

1918 Mifflin St

Philadelphia, PA 19145

2154987554

MPMS: By Clifford Kellett

Item ID#: 0047

Dear DVRPC,

I'm a Ridley Park Pennsylvania resident that uses The Circuit Trails and commutes to Philadelphia via bicycle. I'm an advocate for Circuit cycling segments are not that well connected to each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

Please take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Clifford Kellett

404 Harrison St

Ridley Park, PA 19078

2158617190

MPMS: By Cory Scott

Item ID#: 0048

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Cory Scott
220 Union Ave
Bridgeport, PA 19405
5708144379

MPMS: By Courtney Crain Item ID#: 0049

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Courtney Crain
861 N 25th St
Philadelphia, PA 19130
2676408040

MPMS: By Dana Fetch Item ID#: 0050

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Dana Fetch
988 N 2nd St # 1
Philadelphia, PA 19123
1111111111

MPMS: By Dani Solomon Item ID#: 0051

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Dani Solomon

5038 Springfield Ave.
Philadelphia, PA 19143
3107489371

MPMS: By Daniel Paschall

Item ID#: 0052

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects. Additionally the three projects marked "ECG" below are a part of the East Coast Greenway, being built over 3000 miles from Maine to Florida, so they are of regional and national significance.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845; (ECG)
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853; (ECG)
Philadelphia -Spring Garden Street Greenway MPMS #105850 (ECG)

Sincerely,

Daniel Paschall

1921 Wallace St. Apt 1R
Philadelphia, PA 19130
7037278193

MPMS: By Daniel Safer

Item ID#: 0053

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Daniel Safer
3305 Hamilton St
Philadelphia, PA 19104
0000000000

MPMS: By Danielle Schwartz Item ID#: 0054

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Danielle Schwartz
136 Fernbrook Avenue
Wyncote, PA 19095
2158526397

MPMS: By Dave Burns Item ID#: 0055

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Dave Burns
1125 N Hancock ST

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia, PA 19123
6109370360

MPMS: By Dave Winoski Item ID#: 0056

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Dave Winoski
129 Clamar Ave
Havertown, PA 19083
610227-5824

MPMS: By David Golden Item ID#: 0057

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, and I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Specifically, the Spring Garden Street Greenway is essential to reducing traffic congestion in Philadelphia, and saving lives. The recent death of a cyclist would've been avoided had this project already been complete.

Sincerely,
David Golden
801 S 47TH ST, #302
Philadelphia, PA 19143
5085270869

MPMS: By David Lennon Item ID#: 0058

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
David Lennon
115 Black Walnut Lane
Plymouth Meeting, PA 19462
6108250918

MPMS: By David Loeb Item ID#: 0059

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
david loeb
309 florence ave. 221n
Jenkintown, PA 19046
2677602591

MPMS: By David Mcginn Item ID#: 0061

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
David McGinn
1202 Old Jordan Rd
Southampton, PA 18966
2156309723

MPMS: By David Shuey Item ID#: 0062

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
David Shuey
1547 Millrace Ln
West Chester, PA 19380
4436950973

MPMS: By Debbie Wile Item ID#: 0063

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Debbie Wile
402 W Brookhaven Rd
Wallingford, PA 19086
6105650720

MPMS: By Dee Carpenter Item ID#: 0064

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Dee Carpenter
926 Masters Way
Harleysville, PA 19438
484-3786483

MPMS: By Dolores Carpenter

Item ID#: 0065

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Dolores Carpenter
926 Masters Way
Harleysville, PA 19438
4843786483

MPMS: By Donald Wilson

Item ID#: 0066

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Donald Wilson
1217 Princeton Ave
Philadelphia, PA 19111
2157251292

MPMS: **By Donna Jones** **Item ID#: 0067**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Donna Jones
178 Harvey Avenue
Doylestown, PA 18901
8607164693

MPMS: **By Donna Pancari** **Item ID#: 0068**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Donna Pancari
403 Queen St
Philadelphia, PA 19147

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

6096684522

MPMS: **By Douglas Dougherty** **Item ID#: 0069**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Douglas Dougherty
533 Davis Rd
Cheltenham, PA 19012
4845400032

MPMS: **By Ed Welsman** **Item ID#: 0070**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Ed Welsman
5206 Alverstone Rd
Clifton Heights, PA 19018
610 284 1890

MPMS: **By Edward Williams** **Item ID#: 0071**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Edward Williams
205 N Azalea Ct
Glen Mills, PA 19342
6109968868

MPMS: By Elizabeth D. Hemphill-Burns Item ID#: 0072

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Elizabeth D. Hemphill-Burns
301 Village Drive, Apt.370
King of Prussia, PA 19406
2672500823

MPMS: By Elizabeth Hollinger Item ID#: 0073

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Elizabeth Hollinger

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

3201 Dekalb Blvd
Norrstown, PA 19401
6102799746

MPMS: By Ellen Chapman

Item ID#: 0074

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Ellen Chapman
135 S 20th Street, Apt 401
Philadelphia, PA 19103
215-485-7708

MPMS: By Erika Morgan

Item ID#: 0075

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Erika Morgan
2526 S. Carlisle St.
Philadelphia, PA 19145
6103601720

MPMS: By Esther Gilbert

Item ID#: 0076

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Esther Gilbert
323 Crest Park Rd
Philadelphia, PA 19119
2152198877

MPMS: By Frances Liao Item ID#: 0077

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Frances Liao
1546 S Newkirk St
Philadelphia, PA 19146
2156883369

MPMS: By Frann Shore Item ID#: 0078

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Frann Shore
2401 Pennsylvania Ave, Apt 19c51
Philadelphia, PA 19130
2159645924

MPMS: By Fredric Mirsch Item ID#: 0079

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Fredric Mirsch
2014 Hansell Dr
Bensalem, PA 19020
2156384080

MPMS: By George Benz Item ID#: 0080

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
George Benz
8558 Trumbauer Dr
Glenside, PA 19038
2152332450

MPMS: By Gillian Macauley Item ID#: 0081

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

All considerations for bicycle mobility improvements are much appreciated! Any opportunity to improve conditions for cyclers is very important to me and other community members. I personally know many others who would be inspired and feel more compelled because of safety and reasons of ease to begin bicycling with the above mentioned, as well as other, improvements. Thank you for your time and considerations.

Sincerely,
Gillian Macauley
1239 vine st
Philadelphia, PA 19107
2679162044

MPMS: By Greg Lang

Item ID#: 0082

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Greg Lang
1169 S 13th St
Philadelphia, PA 19147
2158051124

MPMS: By Gregory Milbourne

Item ID#: 0083

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Gregory Milbourne
305 S Chester Rd
Swarthmore, PA 19081
6103487780

MPMS: By Hedwig Cerwinka Item ID#: 0084

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Hedwig Cerwinka
105 Bentley Ave
Bala Cynwyd, PA 19004
6106642158

MPMS: By Ira Josephs Item ID#: 0085

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Ira Josephs
499 W Jefferson St Apt 503
Media, PA 19063
6102453745

**Comments on the
DVRPC Draft FY2019 Transportation Improvement Program (TIP)
for PA**

Comments Received from Individuals

Various County

MPMS: **By Isaac Palant** **Item ID#: 0086**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Isaac Palant

501 N Orange St Apt B3

Media, PA 19063

6106598060

MPMS: **By James Kahn** **Item ID#: 0087**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails extensively. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Philadelphia -Spring Garden Street Greenway MPMS #105850 (this would likely have prevented the recent death of a bicycle courier).

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484.

Thank you.

Sincerely,

James Kahn

1431 Bainbridge St

Philadelphia, PA 19146

2157714487

MPMS: **By James Moreton** **Item ID#: 0088**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
James Moreton
130 Spruce St, 13B
Philadelphia, PA 19106
6096850953

MPMS: By Jason Lenthe Item ID#: 0089

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Jason Lenthe
15 Evans Rd
Norristown, PA 19403
6103294974

MPMS: By Jeff Lawton Item ID#: 0090

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Jeff Lawton
98 Hunt Club Drive, Collegeville, PA
Collegeville, PA 19426

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

610-341-1545

MPMS: By Jeffrey Dubb Item ID#: 0091

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Jeffrey Dubb
2208 Pine St
Philadelphia, PA 19103
2153274579

MPMS: By Jennifer Macnaughton Item ID#: 0092

Dear DVRPC,

I'm a Pennsylvania resident who uses the Circuit Trails. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects. However, the fact that the trails are not connected is the biggest issue preventing them from reaching their full potential as a recreational, environmental, and economic asset to our region.

I encourage you to take steps to push along the projects listed below, which have been prioritized by the Circuit Coalition.

I am especially keen to see the Spring Garden Greenway becomes a reality. As you know, a cyclist, Pablo Avendano, was recently killed by a driver while riding on the bike lane on Spring Garden. A dedicated cycle track and greenway will provide a much-needed safety improvement to this street. It will also add natural beauty and help calm traffic, and provide a vital link between two premier trails (the SRT and the Delaware trail).

Please work to expedite construction on Spring Garden and the other, key Circuit Trail segments:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853

Sincerely,
Jennifer Macnaughton
411 S 13th St
Philadelphia, PA 19147
267-974-8285

MPMS: By Jesse Lytle Item ID#: 0093

Friday, June 22, 2018

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, and I ride my bike to work every day. I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Jesse Lytle
108 S Narberth Ave
Narberth, PA 19072
6106641051

MPMS: By Joanne Bezak

Item ID#: 0094

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Joanne Bezak
200 N WYNNEWOOD AVE APT b207
Wynnewood, PA 19096
6096186315

MPMS: By Joanne Delia

Item ID#: 0095

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Joanne Delia
3916 Darby Rd
Bryn Mawr, PA 19010
610-308-2049

MPMS: By Jody Twer

Item ID#: 0097

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Jody Twer
2495 pleasant hill rd
Hatboro, PA 19040
2154430174

MPMS: By Joe Attanasio

Item ID#: 0098

Dear DVRPC,
I am a Philadelphia resident who enjoys the use of Pennsylvania's Circuit Trails. The available segments have provided many miles and many hours of recreation for my family and me. Nevertheless, connecting these segments is crucial to realizing their full value and creating the most positive impact for our communities.

I am pleased to know that \$10 million in construction funding is earmarked for improving the trails, but it has recently come to my attention that an additional financial commitment is needed to prepare these sites for construction. I encourage you to make that commitment and to prioritize the following projects:

Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853
Philadelphia -Spring Garden Street Greenway MPMS #105850
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849

Sincerely,
Joe Attanasio
2008 Mount Vernon Street
Philadelphia, PA 19130
2643243431

MPMS: By John Hogan

Item ID#: 0099

Dear DVRPC,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
John Hogan
73 Soldiers Square
Chesterbrook, PA 19087
215-836-1230

MPMS: By John Hollyer Item ID#: 0100

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
John Hollyer
103 blackthorn rd
Wallingford, PA 19086
610-891-0291

MPMS: By John Ramsaur Item ID#: 0101

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;

**Comments on the
DVRPC Draft FY2019 Transportation Improvement Program (TIP)
for PA**

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
John Ramsaur
1914 Spring Garden Street Apt 1
Philadelphia, PA 19130
3023638024

MPMS: By John Seidel Item ID#: 0102

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
john seidel
walnut st
Spring City, PA 19475
6109483333

MPMS: By John Wieme Item ID#: 0103

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
John Wieme
645 S Conestoga Street
Philadelphia, PA 19143
2152756042

MPMS: By Jonathan Seidel Item ID#: 0104

Dear DVRPC,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Jonathan Seidel
962 Walnut St
Royersford, PA 19468
6109485175

MPMS: By Joseph McQuillan

Item ID#: 0105

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Joseph McQuillan
29 Hilltop Rd.
Philadelphia, PA 19118
215-948-3140

MPMS: By Joshua Bryson

Item ID#: 0106

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
 Montgomery - Pennypack Trail Extension MPMS #105484;
 Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
 Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
 Philadelphia -Spring Garden Street Greenway MPMS #105850
 Sincerely,
 Joshua Bryson
 1542 Silo Rd
 Yardley, PA 19067
 5135153990

MPMS: By Julia Tackett Item ID#: 0107

Dear DVRPC,
 Hello,

I am a lifelong Philadelphia resident and city cyclist of 16 years. I wear a helmet, I signal turns, I have lights and bells for safety and predictability, and yet whatever precautions I may take, the activity of cyclist within arm's reach of cars going 35 miles per hour will always be dangerous. I use and am very grateful for existing bicycle lanes and separated bicycle trails. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
 Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
 Philadelphia -Spring Garden Street Greenway MPMS #105850

Cycling is financially- and environmentally-friendly, and a great resource for exercise. We should be encouraging it, and that includes prioritizing and moving forward with trails that remove barriers for cyclists who are afraid of riding in streets next to cars that seem to have little regard for us.

Thank you for your time and consideration,
 Sincerely,
 Julia Tackett
 1114 South Franklin Street
 Philadelphia, PA 19147
 9174840567

MPMS: By Juliann Pinto Item ID#: 0108

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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 Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
 Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
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 Montgomery - Pennypack Trail Extension MPMS #105484;
 Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
 Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Juliann Pinto
4438 Pennypack St
Philadelphia, PA 19136
2153380352

MPMS: By Karin Annerhed-Harris Item ID#: 0109

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Karin Annerhed-Harris
236 E Roumfort Rd
Philadelphia, PA 19119
2158066450

MPMS: By Karl Fetzer Item ID#: 0110

Dear DVRPC,
I am writing to express support for any projects that will extend and connect the trails of Philadelphia and its suburbs! Although I haven't been an avid bicyclist in the past, I recently had the pleasure of riding the Pennypack Trail from Huntingdon Valley to Rockledge and back. I am very excited that this trail is being extended into Southampton shortly. I think more people in our area should have the opportunity to experience trails like this local to them.

The recent death of Pablo Avendano (<https://www.phillymag.com/news/2018/05/14/bike-courier-killed-spring-garden/>) highlights the need to separate motorized traffic from pedestrian and bicycle traffic. Although urban cycling is quite different from trail riding, creating space for such activities makes them both safer!

As a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. However, the complete Circuit segments are not that well connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia -Spring Garden Street Greenway MPMS #105850

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Thank you for your time,
Karl Fetzer
Sincerely,
Karl Fetzer
283 N 2nd Street Pike
Churchville, PA 18966
5169961977

MPMS: By Kathleen Henry

Item ID#: 0111

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Kathleen Henry
1738 Folsom Street
Philadelphia, PA 19130
2158001749

MPMS: By Kathryn Rosse

Item ID#: 0112

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Kathryn Rosse
1919 Chestnut Street #804
Philadelphia, PA 19103
2158640132

MPMS: By Kirk Wangenstein

Item ID#: 0113

Dear DVRPC,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

I live in Philadelphia and I love to ride my bike on The Circuit Trails.

Please push along the following projects, which have been prioritized by the Circuit Coalition:

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Kirk Wangenstein
4300 Spruce ST A301
Philadelphia, PA 19104
8023996808

MPMS: **By Krista Schroeder** **Item ID#: 0114**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Krista Schroeder
2513 Waverly Street
Philadelphia, PA 19146
9097633647

MPMS: **By Lane Fike** **Item ID#: 0115**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Lane Fike
129 S 30th St
Philadelphia, PA 19104

**Comments on the
DVRPC Draft FY2019 Transportation Improvement Program (TIP)
for PA**

Comments Received from Individuals

Various County

2153095523

MPMS: By Lee Tabas Item ID#: 0116

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lee Tabas
355 Lancaster Ave Ste 1
Haverford, PA 19041
6108962400

MPMS: By Lee Yancey Item ID#: 0117

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lee Yancey
2314 Twin Silo Dr.
Blue Bell, PA 19422
267-217-7614

MPMS: By Leonard Bonarek Item ID#: 0118

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Leonard Bonarek
449 S 48th St
Philadelphia, PA 19143
2156678419

MPMS: By Linda Blythe Item ID#: 0119

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. While the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Linda Blythe
4433 Osage Ave
Philadelphia, PA 19104
2153873370

MPMS: By Lindsay Woodruff Item ID#: 0120

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lindsay Woodruff

**Comments on the
DVRPC Draft FY2019 Transportation Improvement Program (TIP)
for PA**

Comments Received from Individuals

Various County

1015 Tasker Street
Philadelphia, PA 19148
6103161604

MPMS: By Lisa Gares Item ID#: 0121

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Lisa Gares
10 Crow Creek Ln
Wayne, PA 19087
2676251013

MPMS: By Lisa Turner Item ID#: 0122

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Lisa Turner
8331 High School Rd
Elkins Park, PA 19027
2157823619

MPMS: By Lonnie Hovey Item ID#: 0123

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Lonnie Hovey
610 Fariston Dr
Wynnewood, PA 19096
215-219-3755

MPMS: By Louis Peirce Item ID#: 0124

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Louis Peirce
146 Erdenheim Rd
Glenside, PA 19038
2158365172

MPMS: By Lucas Mueller Item ID#: 0125

Dear DVRPC,

I'm a Philadelphia and Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lucas Mueller
120 South 53rd Street
Philadelphia, PA 19139
8572105794

MPMS: By Lyn Hedrick

Item ID#: 0126

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Lyn Hedrick
644 Rively Ave. Collingdale,Pa
Collingdale, PA 19023
610-583-5267

MPMS: By Manny Menendez

Item ID#: 0127

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Manny Menendez
1190 Beaumont RD
Berwyn, PA 19312
6102910625

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

MPMS: **By Margaret Turcich** **Item ID#: 0128**

Dear DVRPC,

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Margaret Turcich
1017 N 4th St, 1st floor
Philadelphia, PA 19123
2159259194

MPMS: **By Maria Nonemaker** **Item ID#: 0129**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Maria Nonemaker
1616 Pine St, Apt C11
Philadelphia, PA 19103
6103485012

MPMS: **By Marissa Sudol** **Item ID#: 0130**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Marissa Sudol
2013 Fitzwater St # 1
Philadelphia, PA 19146
6092711888

MPMS: **By Mark Davis** **Item ID#: 0131**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Mark Davis
973 Corn Crib Drive
Huntingdon Valley, PA 19006
12674710466

MPMS: **By Mark Mumbauer** **Item ID#: 0132**

Dear DVRPC,
Hello,

My son and I commute by bicycle 15 miles a day, from Kensington and W Philly. On the weekend, our family loves to bike, and providing support to local trails, especially ones like these, are appreciated!

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mark Mumbauer
3347 Emerald St
Philadelphia, PA 19134
2677024250

MPMS: By Mark Zod Item ID#: 0133

Dear DVRPC,
I live in Montgomery County and frequently ride in The Circuit Trails. There is no doubt the these trails, many which have been completed in the 20 years I've lived here, are fantastic. But I currently travel frequently travel to Copenhagen, and I've seen what really endorsing bicycle culture can do. Reduce traffic, lower bicycle accidents, really capitalize our park areas for the population to enjoy, and with all that have a healthier population.

In order to do that, we really need to connect up the disjointed sections of the trail because many segments are not connected to each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

The Circuit Coalition has informed me that these are the following projects which they believe are highest priorities. Please take all steps necessary to get these started and completed.

Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mark Zod
1331 Cinnamon Dr
Fort Washington, PA 19034
2156412858

MPMS: By Mary-Angela Papalaskari Item ID#: 0134

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mary-Angela Papalaskari
2042 Pine Street
Philadelphia, PA 19103
2672419589

MPMS: By Matt Zapson Item ID#: 0135

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Dear DVRPC,

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

I especially hope you will push for the Spring Garden Street Greenway, given the tragic death that occurred along that road last weekend.

Sincerely,
Matt Zapson
1628 Mount Vernon St. #3F
Philadelphia, PA 19130
5165105778

MPMS: By Matthew Palombaro Item ID#: 0136

Dear DVRPC,

I'm a Montgomery County , Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Matthew Palombaro
238 E Glenside Av
Glenside, PA 19038
2678088941

MPMS: By Meagan Cusack Item ID#: 0137

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Meagan Cusack
1023 E Moyamensing Ave, Unit C
Philadelphia, PA 19147
5129126750

MPMS: By Melissa shipenberg Item ID#: 0138

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Melissa shipenberg
28 chestnut street
Bala Cynwyd, PA 19004
215-280-6368

MPMS: By Michael Albany Item ID#: 0139

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Michael Albany
PO Box 18982
Philadelphia, PA 19119
6104760862

MPMS: By Michael Del Vecchio Item ID#: 0140

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Michael Del Vecchio
6211 N Fairhill St
Philadelphia, PA 19126
2153569712

MPMS: By Michael Dennery Jr Item ID#: 0141

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Michael Dennery Jr
1911 Green Street, Apt 7
Philadelphia, PA 19130
2158058305

MPMS: By Michael Gaunt Item ID#: 0142

Dear DVRPC,

I'm a Montgomery County, Pennsylvania resident that uses The Circuit Trails for commuting (e.g., the Power Line Trail) and recreational (e.g., the Green Ribbon Preserve Trail, Perkiomen Trail, 202 Parkway Trail, Skippack Trail) activities, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. However, the complete Circuit segments are not that well connected

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Michael Gaunt
1930 Lafayette Road
Lansdale, PA 19446
215-350-6914

MPMS: By Michael Heller

Item ID#: 0143

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Michael Heller
30 East Jefferson Street
Media, PA 19063
2155195279

MPMS: By Michael Warrington

Item ID#: 0144

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Michael Warrington
2317 Tulip St
Philadelphia, PA 19125
2677014019

MPMS: By Mike Dellapenna Item ID#: 0145

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mike Dellapenna
2 Fairway Dr
Malvern, PA 19355
6106446171

MPMS: By Mike Narcowich Item ID#: 0146

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mike Narcowich
735 Hathaway Lane
Ardmore, PA 19003
6108961805

MPMS: By Molly Duffy Item ID#: 0147

Dear DVRPC,

Friday, June 22, 2018

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Molly Duffy
118 Fennerton Rd.
Paoli, PA 19301
4848865853

MPMS: By Neil Schmerling Item ID#: 0148

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Neil Schmerling
7602 Dorcas Street
Philadelphia, PA 19111
2158058483

MPMS: By Ogden Mitchell Item ID#: 0149

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Ogden Mitchell
4123 Spring Garden St
Philadelphia, PA 19104
2678808981

MPMS: **By P. John Paulson** **Item ID#: 0150**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
- The first phase of this project took 23 years to complete. Please make Phase 2 quicker

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
P. John Paulson
372 Mount Alverno Rd
Media, PA 19063
6105651863

MPMS: **By Patrick Sherlock** **Item ID#: 0151**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. Using construction funding to connect more of these segments to each other will make the whole even greater! Thanks for your consideration. -Patrick

Sincerely,
Patrick Sherlock
435 E Flora St
Philadelphia, PA 19125

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

7328149563

MPMS: By Patrick Walsh Item ID#: 0152

Dear DVRPC,

I commute by bike on the trails to my job at UPENN, where I am a faculty member. I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Patrick Walsh
304 Williams Rd
Fort Washington, PA 19034
2154320365

MPMS: By Paul Edelstein Item ID#: 0153

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Paul Edelstein
1608 Waverly Rd
Gladwyne, PA 19035
6106490942

MPMS: By Peter Furcht Item ID#: 0154

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Peter Furcht
417 Berkley Rd
Haverford, PA 19041
6106580623

MPMS: By Purnima Barve

Item ID#: 0155

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Purnima Barve
427 Dorothy Drive
King of Prussia, PA 19406
6107249398

MPMS: By Robert Duplessis

Item ID#: 0156

Dear DVRPC,
I'm a Pennsylvania resident who uses portions of The Circuit Trails, but I find it disconcerting and a bit disappointing that while the trail segments that are complete are great--separated from auto traffic, and often connected with our region's natural resources--they are discontinuous. That is, the completed Circuit segments are not very well connected with each other. At the same time, I understand, there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects. But there are important projects that could help the problem of non-connectivity.

That's why I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Thank you for your attention.

Sincerely,
ROBERT DUPLESSIS
413 S 24th St
Philadelphia, PA 19146
2155452728

MPMS: By Rachel Edelman Item ID#: 0157

Dear DVRPC,

As a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery - Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia - Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia - Spring Garden Street Greenway MPMS #105850

Thanks so much!

Sincerely,
Rachel Edelman
32 Westview St
Philadelphia, PA 19119
2153700326

MPMS: By Rachel Isenberg Item ID#: 0158

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Rachel Isenberg
1206 Rodman St
Philadelphia, PA 19147
2154355808

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

MPMS: **By Rebecca Collins** **Item ID#: 0159**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Rebecca Collins
1020 Fitzwater St.
Philadelphia, PA 19147
215.580.7301

MPMS: **By Rich Hanson** **Item ID#: 0160**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Rich Hanson
4133 Timber Lane
Philadelphia, PA 19129
610-304-9409

MPMS: **By Richard Sands** **Item ID#: 0161**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit

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Comments Received from Individuals

Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Richard Sands
1806 Hilltop Rd
Jenkintown, PA 19046
2159012561

MPMS: By Robert Duncan

Item ID#: 0162

Dear DVRPC,

I'm a Pennsylvania resident who sees The Circuit Trails as having huge potential for the livability of this region and for making the region a healthy and attractive place for new residents. To live up to that promise, the completed Circuit segments need to be connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Robert Duncan
244 S 46th St
Philadelphia, PA 19139
2159208750

MPMS: By Robert Perry

Item ID#: 0163

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Robert Perry
708 Ellsworth St
Philadelphia, PA 19147
2152389880

MPMS: By Robin Irizarry Item ID#: 0164

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Robin Irizarry
4500 Worth Street
Philadelphia, PA 19124
215-744-1853

MPMS: By Rory Boyle Item ID#: 0165

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails. I'm conflicted. The trail segments that are complete are great because they are separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not is well connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Rory Boyle
322 Delancey
Philadelphia, PA 19106
6462567930

MPMS: By Sarah Stuart Item ID#: 0166

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Sarah Stuart
113 N. Van Pelt Street
Philadelphia, PA 19103
2155451222

MPMS: By Scott Valentine

Item ID#: 0167

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Scott Valentine
1459 E Cheltenham Ave
Philadelphia, PA 19124
215-743-6020

MPMS: By Sean Collins

Item ID#: 0168

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Sean Collins
1310 S 7th Street
Philadelphia, PA 19147
6102122835

MPMS: By Sherley Young Item ID#: 0169

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Sherley Young
210 W. Washington Square, Apt 4NW
Philadelphia, PA 19106
2158284119

MPMS: By Silvia Ascarelli Item ID#: 0170

Dear DVRPC,
I'm a New Jersey resident who uses The Circuit Trails. I love the Lawrence Hopewell Trail, the Schuylkill River Trail is amazing, I've ridden much of the D&R Canal, some of the D&L Trail and I'll be spending this Sunday exploring the Pennypack Trail. So I bicycle on both sides of the state line. Plus I'm a huge, huge fan of the East Coast Greenway and the impact it can have on communities large and small. I've biked well over half its 3,000 miles.

While the Circuit trail segments that are complete are great -- separated from auto traffic, and often connected with our region's natural resources -- they, like the East Coast Greenway segments, need to be stitched together to realize their full potential.

I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel-ready" projects. Let's use it to push along the Circuit! It's great for residents' quality of life ... and I don't need to remind you that Amazon asked about trails and bike infrastructure in its HQ2 RFP. It's not the only company thinking that way.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Thank you! Here's to a healthier, more economically vibrant Greater Philadelphia!

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Sincerely,
Silvia Ascarelli
27 Melville Road
Princeton Junction, NJ 08550
6097990687

MPMS: By Spencer Shelly Item ID#: 0171

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Spencer Shelly
Doylestown
Doylestown, PA 18902
3026526587

MPMS: By Stan Barndt Item ID#: 0172

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Stan Barndt
3505 Gloucester Ln
Philadelphia, PA 19114
2158505404

MPMS: By Sterling Johnson Item ID#: 0173

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Sterling Johnson
715 E Phil Ellena St
Philadelphia, PA 19119
2157351699

MPMS: By Steve Klein

Item ID#: 0174

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Steve Klein
1923 W. George St.
Philadelphia, PA 19130
2152849608

MPMS: By Steve Saddle mire

Item ID#: 0175

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Steve Saddlemire
88 Deborah Rd
Richboro, PA 18954
2153640992

MPMS: By Steven Furber

Item ID#: 0176

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Steven Furber
160 Beulah Road Doylestown
Doylestown, PA 18901
2672216315

MPMS: By Stuart Baird

Item ID#: 0177

Dear DVRPC,

I'm a Pennsylvania resident that uses some of the Circuit Trails. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. It would be even better if the various segments were connected with each other, with the highest priority being the Chester Valley Trail to the Schuylkill River Trail. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Stuart Baird
479 Old Forge Crossing

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Devon, PA 19333
610-688-2397

MPMS: By Sue Goldstein Item ID#: 0178

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Sue Goldstein
130 S 18th Street #1802
Philadelphia, PA 19103
9524128660

MPMS: By Susan Kahn Item ID#: 0179

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following project, which has been prioritized by the Circuit Coalition:

Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Susan Kahn
1617 Spruce St Apt 201
Philadelphia, PA 19103
610 952-1775

MPMS: By Susan Shulman Item ID#: 0180

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Susan Shulman
47 W. Wildey St., Philadelphia
Philadelphia, PA 19123
12159642730

MPMS: By Terry Curtin Item ID#: 0181

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Terry Curtin
11 Ronald Circle
Oreland, PA 19075
215-817-5619

MPMS: By Theresa Grimes Item ID#: 0182

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Theresa Grimes
71 Township Line Rd
Line Lexington, PA 18932
2159977991

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

MPMS: By Thomas Lawn **Item ID#: 0183**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
thomas lawn
1712 Wylie St
Philadelphia, PA 19130
4086349861

MPMS: By Thomas Tompkins **Item ID#: 0184**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Thomas Tompkins
21 Cherry st
Willow Grove, PA 19090
2679707200

MPMS: By Thomas Vernon **Item ID#: 0185**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Thomas Vernon
2134 Spring St
Philadelphia, PA 19103
2155687811

MPMS: By Tim Suba Item ID#: 0186

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Tim Suba
1701 Locust St Unit 1715
Philadelphia, PA 19103
5713311340

MPMS: By Todd Lane Item ID#: 0187

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Todd Lane
2412 Spruce Street
Philadelphia, PA 19103

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

2672510044

MPMS: By Tom Leahy Item ID#: 0188

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Tom Leahy
495 Shakespeare Dr
Collegeville, PA 19426
6104897161

MPMS: By Tracy Galloway Item ID#: 0190

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Tracy Galloway
1636 kater st
Philadelphia, PA 19146
8083710867

MPMS: By Wendy Ankrom Item ID#: 0191

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Wendy Ankrom
102 Cliff Ter
Wyncote, PA 19095
2152051628

MPMS: By Wesley Goodman-Levy Item ID#: 0192

Dear DVRPC,

I'm a Pennsylvania resident that uses some of the Circuit Trails. I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition at a rate where people who live here may actually see the change within a reasonable amount of time.

Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Also, I think you would do well to get the Trails along the Delaware river on the Philadelphia side moving as so many educated middle class people are moving into that area and are asking for better bike paths comparable to Schuylkill River trail.

Sincerely,
Wesley Goodman-Levy
2042 E Fletcher ST
Philadelphia, PA 19125
5109101129

MPMS: By William Ambruster Item ID#: 0193

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
William Ambruster

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

475 Penncrest Dr
Langhorne, PA 19047
609-326-4144

MPMS: **By William McDevitt** **Item ID#: 0194**

Dear DVRPC,
Few projects produce more productive results in reducing medical costs and preserving the environment than The Circuit Trails.

I'm a Pennsylvania resident that uses The Circuit Trails. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. However, the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
William McDevitt
57 Colonial Dr
Havertown, PA 19083
6102591250

MPMS: **By William Oliver** **Item ID#: 0195**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
William Oliver
116 Exeter Road
Devon, PA 19333
610-496-7043

MPMS: **By William Tung** **Item ID#: 0196**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
William Tung
5120 Springfield Ave
Philadelphia, PA 19143
9732225690

Comments Received from Planning Partners

Delaware County

MPMS: By Tom Shaffer - Delaware County Planning Department Item ID#: 0197

I commend you and the rest of the DVRPC staff, PennDOT, the other member governments, and SEPTA on the development of the draft FY 2019-2022 TIP.

The following comments are editorial in nature, except for comment 9:

1. P. 22, 4th line: the projects are listed in Table 8.
2. P. 34, TIP Equity Analysis, 1st line: what is section 2.10.2?
3. Pp. 34 & 35: the total amount of investment planned for mappable projects is shown as two different figures in the 4th line of p. 34 and under the Table 10 heading on p. 35.
4. P. 37, Table 11, 4th column (12 Year Cost) heading should include "(1000s)."
5. P. 45, Progress toward Targets section, end of 1st and 2nd bullets: should Table "Y" be changed to Table "14"?
6. P. 66, Figure 7: Page numbers in seven of the boxes are incorrect and should be changed where they refer the reader to explanations or discussions.
7. P. 161, MPMS 15008 Folcroft Avenue Bridge: Improvement Type should be "Bridge Removal." It will not be repaired or replaced.
8. P. 163, MPMS 15225 Ardmore Avenue Bridge: Estimated Letting is 3/1/2018. This should be updated or, if already let, the project should be removed from the TIP.
9. P. 169, MPMS 69817 US 322, Project description: PennDOT should provide wording for the element of the project that will improve Chelsea Parkway, since it is not included in the description.
10. P. 174 MPMS 88407 I-95 Overhead Bridges: A let date should be shown since this project is under construction.
11. P. 176 MPMS 92739 Glenn Riddle o/Chrome Run: The title and description should be amended to correct the spelling – "Glen" is misspelled; in the description, "rehabilitation" is misspelled and the word "Creek" should be deleted. Is there a let date?

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

Delaware County

12. P. 178 MPMS 93105 State Rd o/Darby Creek, Municipalities: name of township is "Upper Darby," not "Darby" Township. Is there a let date? Limits: "in Sprin" can be deleted.
13. P. 179 MPMS 95429 US 202 and US 1 Loop Road: Limits should be changed to "202/1 intersection and loop road." In 4th line of description, "le" should be changed to "left."
14. P. 182 MPMS 98218 South Avenue: in first line of description "Mulford" is misspelled.
15. P. 189 MPMS 110952 MacDade Blvd. and 110965 Marshall Road, "Media" should be deleted from Municipalities.
16. P. 190 MPMS 111021 Bethel Road Roundabout: "Bethel" is misspelled in three places. "Roundabout" is misspelled in title.
17. P. 338 MPMS 15407 Villanova Intermodal Station: Phase 1 of this project is under construction. Is there a let date?
18. P. 351 MPMS 60636 Elwyn to Wawa Rail Restoration: This project is under construction. Is there a let date?

Comments Received from Organizations/Agencies

Bucks County

MPMS: 88083 **By Sue Herman - Residents for Regional Traffic Solutions, Inc.** **Item ID#: 0198**

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

Draft DVRPC FY 2019 Transportation Improvement Program (TIP) for Pennsylvania
WRITTEN TESTIMONY SUBMISSION: May 27, 2018 # Pages: 372, #Attachments: 10+flash drive

RE: Project Name: Stoopville Road Improvements - Phase 2 (MPMS# 88083)

OBJECTIVE:

1) On March 28, 2012, Newtown Township officials held a special meeting to solidify a new plan for Stoopville Road Improvements-Phase 2, essentially abandoning the original plan designed to address serious public safety issues along Stoopville Road in accordance with "Complete Streets" policy. The original plan included installation of a much needed Multi-Use Trail along the full length of Stoopville Road and mitigation of storm water management issues along the full length of the road.

(See Attachment I; 3/30/12 Bucks County Courier Times article titled "Engineers discuss phase two of Stoopville Road Improvement Project" and Advance of Bucks County article dated 4/5 - 4/11/12 titled "Stoopville Road project enters phase two").

The new plan, which is the current FY2019 Stoopville Road Improvements - Phase 2 (MPMS# 88083), misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. Stoopville Road Improvements- Phase 2 (MPMS# 88083) should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being reallocated to upgrade and expand any intersections.

The current plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the "Northern Bypass" (now called an "Emerging/ Regional Corridor" by the DVRPC), an expressway that the DVRPC and certain politicians continue to attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially- developed area.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

2) Residents for Regional Traffic Solutions, Inc. (RRTS) implores the Regional Technical Committee and the DVRPC Board to oppose the intersection expansion in Stoopville Road Improvements - Phase 2, MPMS# 88083.

This expansion project will exacerbate an already volatile public safety issue that exists on Stoopville and Lindenhurst Roads. With great disregard for the safety of residents and travelers along these roads, the DVRPC and certain politicians continue their quest to construct an expressway in bits and pieces along Stoopville, Lindenhurst, and Swamp Roads. The expressway will facilitate future connection of Interstate 78 to Interstate 95, a "Northern Bypass". In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development impacts, it will now run along Lindenhurst Road) and one that runs along Swamp Road.

It is wrong to construct an expressway here. The dangerous traffic conditions that already exist along these roads - as a result of the high volume of heavy truck traffic coming from four (4) Swamp Road quarries - have been well documented, both in writing and in the public forum. During winter conditions, rainy seasons, and heavy construction periods, the problem is even more exacerbated.

- Attachment II is a 7/29/08 letter from RRTS to the Regional Traffic Planning Task Force RE: Presentation of inventories of RRTS letters to the Regional Traffic Planning Task Force (RTPTF) at the 7/29/08 RTPTF meeting. The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads. Note that State Representatives David Steil and Scott Petri were Co-Chairs of the Regional Traffic Planning Task Force.

- Attachment III is RRTS's 6/3/04 Written Testimony Submission to the DVRPC regarding the Draft DVRPC FY2005 TIP (PA), Project Name: Stoopville Road Rehabilitation Project. Amongst other things, this 67-page document includes: communications from the Pennsbury and Council Rock School Districts and Grey Nun Academy that focus on the traffic safety crisis, a resolution from Eagleton Farms Homeowners Association, and a CD-ROM entitled "BYPASSING THE BYPASS" that graphically shows the dangers of heavy truck traffic running through heavily residentially developed neighborhoods. (Note: We've enclosed a flash drive that contains the video from the CD-ROM.)

SUMMARY:

- Residents for Regional Traffic Solutions, Inc. (RRTS) is a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships and the organization represents well in excess of 9,000 residents.

- The project, as currently written, has abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road in the original plan for Stoopville Road Improvements-Phase 2. The Multi-Use Trail would have connected thousands of residents who live in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in Stoopville Road Improvements-Phase 1, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the four (4) Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on-time deliveries.

- Residents who live along Stoopville Road are prisoners in their neighborhoods. It is unconscionable that this project abandons the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road AND the Delaware Canal.

- Instead, Phase 2 of the project has been changed to accomplish the upgrade and expansion of an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RRTS OPPOSES the expansion of this intersection as, per the DVRPC's 1988 Newtown Township Traffic Study ("1988 Study"), this upgrade is a critical part of construction of a major North/South expressway that will connect Interstate-78 to Interstate-95. In the "1988 Study", this North/ South expressway was known as the "Northern Bypass". Today, it is known as an "Emerging/ Regional Corridor".

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

- In addition to jeopardizing the safety of residents and travelers, this back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.
- In the DVRPC's published study titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the study shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and one that runs along Swamp Road. Page 1 of Attachment IV is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- Pages 2 -3 of Attachment IV show a map of the North/ South expressway that appeared in a March 2006 DVRPC publication titled "EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS". The expressway runs along Route 611 to Interstate-95 and is referenced in the legend as an "Emerging/ Regional Corridor".
- In the DVRPC's 1988 Newtown Township Traffic Study, the "Northern Bypass Alternative" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough. The following excerpts are from the section of the 1988 Newtown Township Traffic Study that was titled "Northern Bypass Alternative":

(a) Page #61 (see pages 4-5, Attachment IV) is a map titled "Year 2000 Highway Network Northern Bypass Scenario". This map continues to be relevant today, as it is customary for the DVRPC to do Long Range Planning (federal mandate is for a minimum 20-year planning horizon). The map shows the "Northern Bypass" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Today, because of development impacts, the "Northern Bypass" would run along Lindenhurst Road rather than an extended Upper Silver Lake Road.

NOTE THE UPGRADED INTERSECTION AT STOOPVILLE ROAD AND ROUTE 413 (Durham Road).

(b) Page #62 states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes ... " Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from Penn DOT and it has, at least temporarily, been stopped.

© Page #64 states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."

(d) Page #60 states, "Level of service on ... Durham Road [Route 413] will be a function of the signalized intersections."

€ Page #73 states,
"Highway Improvement Program,
Five Year Plan
Durham Road/ Stoopville Road Turn Lane & Signalization"

NOTE THAT THESE ARE THE IMPROVEMENTS BEING DONE IN THE CURRENT FY2019 Stoopville Road Improvements-Phase 2 (MPMS# 88083)

- In 2001, under the leadership of State Representative David Steil, there was a plan made to construct the "Northern Bypass" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens. Today, because of development impacts, the "Northern Bypass" would have to be constructed along Stoopville and Lindenhurst Roads where there is in excess of 130 points of access, most residential driveways. (To view the points of access, see Traffic Flow Map on page 11, Attachment 111.)
- In 2007 /2008, residents successfully opposed the roundabout that Representatives David Steil and Scott Petri and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway. The dead give-away that the roundabout was a key component of the "Northern Bypass" (now known as an "Emerging/Regional Corridor") can be found in a 5/12/08 Bucks County Courier Times Letter to the Editor written by David Steil and Jay Roth III, an engineer

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

consultant for the DVRPC's Bucks County Regional Traffic Study. In the Letter to the Editor titled "Don't scoff at better, modern roundabouts", Representative Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change." (See Attachment V)

Representative Steil's view was consistent with a previous statement he made in a 6/20/02 letter to the President of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion." (See Attachment VI)

- Residents were highly concerned about the proceedings of the Regional Traffic Planning Task Force (RTPTF), which was headed by State Representatives David Steil and Scott Petri from June 17, 2004 through July 29, 2008.

(a) At the first RTPTF meeting on 6/17 /04, Representative Steil dictated that no formal minutes would be taken. Residents opposed this and fought to have minutes taken (see page 11, Attachment II: 7/20/04 letter from RRTS to Representative Steil and Steve Santarsiero RE: RTPTF/ Southeastern Bucks League of Municipalities- Request for separate meeting dates and formal minutes).

(b) At the 3/31/05 RTPTF meeting, residents were shocked to learn that the DVRPC would be the consultant for the RTPTF (see Attachment VII, "Public comment made by Sue Herman at the 4/13/05 Newtown Township Board of Supervisors meeting"). The RTPTF had promised one thing and delivered another. The minutes from the January 2005 RTPTF meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the regional traffic study for the RTPTF. Residents liked this, as Gannett Flemming's main office was located outside of the region. It seemed that this would provide much-needed objectivity, since for over thirty years, there had been a history of truck traffic being manipulated within our region (see Attachment III).

© After four (4) years of RTPTF meetings, at a cost to taxpayers of four hundred thousand dollars (\$400,000), the DVRPC published its recommendations in a document titled Bucks County Regional Traffic Study (BCRTS). It was no surprise that the outcome of the BCRTS was what was wanted in the first place- it supported the construction of the "Northern Bypass or Emerging/Regional Corridor", the North/South expressway to connect Interstate-78 to Interstate-95.

(d) The DVRPC mishandled the publication of the BCRTS, neglecting to take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment II: 12/10/07 letter from RRTS to Barry Seymour RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report.)

€ Due to pressure from the municipalities and RRTS, the DVRPC published an Addendum to the BCRTS in hard copy and on its website. In January 2008, RRTS downloaded the Addendum from the project website (see Attachment VIII, 1/11/08 memorandum from Jerry Coyne to the Managers of the seven participating municipalities, SUBJECT: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) - Copies of Municipal/Task Force Correspondence. This Attachment contains 86 pages.)

Also, the DVRPC neglected to put its logo on the label of the CD-ROM titled "Bucks County Regional Traffic Study". It is alarming that Mr. Seymour declined RRTS's request that a replacement CD-ROM be issued that includes the January 2008 Addendum to Final Report and is properly labeled with the DVRPC's logo [see pages 91-92, Attachment II: 3/18/08 letter from RRTS to Barry Seymour, Don Shanis, and Jerry Coyne SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum]. A picture of the CD-ROM label without the DVRPC logo can be found in Attachment IX, along with Barry Seymour's 3/5/08 letter to RRTS Re: BCRTS Report Addendum.

RRTS is currently unable to access the January 2008 Addendum to Final Report when doing a search on the DVRPC's website regarding the Bucks County Regional Traffic Study (BCRTS). We respectfully request that the DVRPC Public Affairs Department provide instruction as to how to access this addendum and accompanying BCRTS.

- Attachment X is a resolution that was approved at the 3/19/08 Lower Makefield Township Board of Supervisors meeting. The resolution is titled "Resolution Regarding the Bucks County Regional Traffic Study Report (dated October 2007) and the January 2008 Addendum to the Report". The last sentence of the resolution says, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

[NOTE: The full 372-page comment, including 10 attachments and flash drive, is available in the DVRPC Resource Center for review.]

Chester County

MPMS: 93588 By Mimi Gleason - West Whiteland Township Item ID#: 0199

West Whiteland Township supports the funding programmed for Phases 1, 2 and 3 of the Exton Station Improvement Project (MPMS#93588). We are pleased that Phase 1 construction of high-level platforms, a new station building and other improvements soon will be completed and we look forward to Phases 2 and 3, with their promise for increased bus service, drop off areas and parking.

Exton Station currently is one of the busiest stations on the Paoli Thorndale rail line. Chester County's population is expected to increase by 150,000 people over the next 30 years, which only will increase demand for transportation options in commercial centers like Exton. The Main Street at Exton lifestyle center, as well as other commercial destinations including Exton Square Mall, will have easier access to the station when West Whiteland's multi-modal funded project to construct a bike and pedestrian path from the Chester Valley Trail to Exton Station is complete next year. However, the station still will not be easily accessed by its closest residential neighbors. There are over 1,000 housing units within one-half mile of the station, but most of those residents do not have easy bike or pedestrian access because of highway obstacles or lack of connected pathways. Furthermore, the two-lane pinch point on Pottstown Pike (PA 100) by the station creates significant congestion that occurs seven days a week – far beyond the usual rush hour peaks – restricting access that much more and discouraging commuters from using the station.

As a result, station accessibility is a priority for West Whiteland Township. We recently completed a TCDI-funded feasibility study for congestion mitigation and accessibility improvements on Pottstown Pike by Exton Station. The study committee included representatives from DVRPC, SEPTA, Chester County and neighboring commercial and residential developments. Concurrently, Township staff participated in the steering committee for DVRPC's Exton Train Station Concept Plan, which anticipates the planned improvements for Exton Station and prioritizes related improvements needed to accommodate them. Both studies recommend creating a four-way intersection at Pottstown Pike, Mountain View Drive/Walkertown Road and Whiteland Woods Boulevard. The new intersection would allow for multi-modal access to the station for neighboring residents and begin to address the significant congestion that exists on Pottstown Pike by the train station today. West Whiteland's feasibility study also confirmed that a third northbound lane on Pottstown Pike from the station to the Route 30 bypass can fit within existing infrastructure. Without that lane, the two-lane pinch point will continue to limit access to the station, making future plans for the station difficult to implement. West Whiteland Township intends to further develop plans for these recommended road improvements around Exton Station and hopes that these projects will be considered for future funding.

Thank you for taking our comments. West Whiteland welcomes the opportunity to work with SEPTA, DVRPC, PennDOT, Chester County and other partners to see that all of the planned improvements for Exton Station come to fruition.

Mimi Gleason
Township Manager
West Whiteland Township
610-363-1760

MPMS: By Bill Miller - Uwchlan Township Item ID#: 0200

May 18, 2018

PA TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Chester County

Re: FY 2019 DRAFT PA TIP
PA 113 - US 30 Bypass to Peck Road
Uwchlan Township, Chester County

As you are most certainly aware, the PA Route 113 roadway "widening" project from the US 30 Bypass to Peck Road is a priority project for Chester County and is listed on their 2017 Chester County Priority Transportation List. Uwchlan Township is incredibly disappointed that this project is not listed on the PA 2019 Draft TIP. It is the Townships understanding, that both DVRPC and PennDOT chose not to fund any projects that are considered "capacity adding", with the exception of the US 30 Bypass Widening Project. In actuality, the Route 113 "Widening" Project is not so much of an actual widening and capacity adding project as it is a project to remove an existing pinch point on a heavily traveled road, which will become more heavily traveled once the proposed improvements of the US 30 Bypass project are realized. The goal of the Rt 113 Widening is to eliminate the short, less than one mile, distance north of the bypass where the roadway section is constricted from a three and four lane cross-section down to just two lanes prior to widening out to a four and five lane cross-section for a 3.5 mile distance ending at Jennifer Drive.

Uwchlan Township has spearheaded many partnership "capacity adding" projects in the past and those past projects have made possible much of the economic growth, that has been and continues to be seen, in Chester County. The previous widening of Route 113 north of Peck Road, the intersection of Route 100 & Route 113, the widening of Route 113 over the PA Turnpike, north, into West Pikeland Township and of course most recently, the widening of Route 100, south, down into West Whiteland Township. All of those projects were extremely successful and have helped immensely with the traffic flow in and out of Uwchlan and the central Chester County area.

The current situation on Route 113 leads to constant complaints from local residents and the traveling public. Because of the backups for vehicles heading south on 113, prior to Peck Road, many vehicles will turn off into the neighboring communities in an attempt to find quicker ways down into the Downingtown area. Sometimes the backups on 113 extend to the Lionville Elementary School. Uwchlan Township receives complaints from its residents on a regular basis about this situation and cannot afford to sit back and continue to allow it to happen, especially when it is ever so apparent that the problem will be exacerbated by the widening of the US 30 Bypass and the interchange revisions being proposed at 30 and Rt 113, which will allow traffic from westbound 30 to exit onto Rt 113.

The idea of only funding existing facilities makes sense when you are talking about a community or an area that is already built out, like Delaware County and Philadelphia, but for areas in Chester County that are still being built up, there needs to be consideration as to how vehicles will move about on the transportation network. In partnership with East Caln, Uwchlan Township would like to have DVRPC and PennDOT reconsider supporting the project to remove the bottleneck that currently exists on Rt 113 and add this project to the PA TIP.

Thank you very much for your consideration in this matter. If you should have any questions or require any additional information, please do not hesitate to contact me. Uwchlan Township residents and the traveling public look forward to your response to this letter.

Sincerely, Bill Miller
Chairman
Uwchlan Township Board of Supervisors

Copy: State Senator John Rafferty
State Representative Becky Corbin
Doug Hanley, Uwchlan Township Manager
Barbara Kelly, East Caln Township Manager
Brian Styche, RLA, AICP, Chester County Planning Commission
Ted Gacomis, PE, CPESC, Edward B. Walsh & Associates, Inc. (EBWA)
Kristin Boldaz, PE, EBWA

Montgomery County

MPMS: 105077 By Don Delamater - Lower Providence Township Item ID#: 0201

Good morning,

Please find attached a TIP Comment letter from Lower Providence Township. The original will be mailed to the

Friday, June 22, 2018

Page 83 of 89

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

address provided.

Thank you for your consideration.

Donald D. Delamater
Township Manager
Lower Providence Township
100 Parklane Drive
Eagleville, PA 19403
610 635-3526 (direct)
610 539-8020 (main)

May 14, 2018
TIP Comments -
DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: TIP Comments - MPMS #105077
S.R. 4004, Sec. MTF
Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project

To Whom It May Concern:

Lower Providence Township received the notice from the DVRPC advising of the 30-day Public Comment period for the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22). During a review of the Draft TIP, we noticed that the S.R. 4004, Sec. MTF project (MPMS #105077) was not included in the project list.

The existing Park Avenue, Eagleville Road and Crawford Road intersection is an offset, unsignalized intersection with no auxiliary turning lanes, insufficient shoulders, and extensive horizontal and vertical topography challenges, as well as being adjacent to Mine Run. This intersection experiences high volumes and a significant number of crashes. The DVRPC, Montgomery County and the Township have prepared analyses that recommend improvements at this location to address the rear-end and angle crashes that result from its existing geometry and the surrounding topography. To compound the unsafe conditions that currently exist, the annual daily traffic numbers are nearly 11,000 vehicles for Park Avenue, nearly 7,000 vehicles for Eagleville Road and nearly 3,500 for Crawford Road. The purpose of the S.R. 4004 Sec. MTF project is to provide an intersection that is capable of efficiently and safely handling the existing and expected traffic while eliminating structural deficiencies and reducing traffic collisions. It should be noted that both Park Avenue and Eagleville Road are state-owned roads but the Township saw the need to improve this intersection and initiated the engineering phase including allocating funding to cover these costs.

The Township is currently preparing preliminary and final designs which will provide for a realigned, signalized intersection. The preliminary engineering is expected to be completed in December 2018 and the final design plans, specifications and estimates should be completed in March 2020. At that point, the project will be ready to go to construction if adequate funding is allocated.

Based on preliminary estimates, the total project cost (engineering and construction) is estimated to be \$9,000,000. The Township has already received a PennDOT 2014 Multimodal Transportation Fund Grant for \$1,000,000 towards the cost of engineering and a \$2,000,000 Penn DOT 2017-2018 Multimodal Transportation Fund Grant towards the cost of construction. In addition, the Township has allocated over \$2,000,000 of its own local funding towards the engineering and construction costs for this project. As you can see, Lower Providence Township has secured over \$5,000,000 of funding towards this project which is more than 50% of the total estimated costs.

Therefore, Lower Providence Township is imploring you to consider adding the S.R. 4004, Sec. MTF project that includes the signalized realignment of Park Avenue, Eagleville Road and Crawford Road to the TIP. The project also includes two new structures over Mine Run as a result of the widening and realignment. The Township is concerned that we will have completed the engineered plans but will not have the additional funding needed for construction and will be forced to forfeit the resources already secured for this vital project.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

Thank you for your consideration.

Very truly yours,
Donald D. Delamater
Township Manager

Copy:
Senator John C. Rafferty, Jr.
Representative Michael Corr
Matthew Edmond, Montgomery County
Greater Valley Forge TMA

MPMS: 16239 By Jamie Gwynn - New Hanover Township Item ID#: 0202

New Hanover Township is in support of this bridge replacement project as this section of New Hanover Road provides a critical link between Big Road (S.R. 0073) and Swamp Pike for residents and commuters. The Township is concerned about the timing of the actual construction given that the bridge is currently posted and is structurally deficient. According to the DRAFT TIP the final design, right-of-way, and utility phases will be funded through 2020; however, the actual construction is not scheduled on the DRAFT TIP to be funded until 2027, even though the MPMS sheet for this project has an estimated let date of 2022. The Township's main concern is the impact to residents and commuters if the bridge needs to be closed for a year or more prior to construction given its condition. If possible, the Township would request that the construction funding occur sooner.

MPMS: 16741 By Jamie Gwynn - New Hanover Township Item ID#: 0203

New Hanover Township is in support of this bridge replacement project, which will also add capacity to the adjacent signalized intersection of Swamp Pike/North Charlotte Street (S.R. 0663) with the extension of the storage area for the southbound left-turn lanes, as well as the incorporation of sidewalks to accommodate area pedestrians.

MPMS: 77211 By Aaron Bibro - Hatfield Township Item ID#: 0204

This project needs to be a bigger priority. The truck traffic on the local roads in Hatfield, Towamencin, Souderton, and Franconia has become unbearable for the local communities. This connection is crucial for the long-term success of these municipalities and businesses in the region.

MPMS: By Bob Mensch - PA State Senate Item ID#: 0205

May 21, 2018
PA TIP Comments
C/O DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 29106-1520
RE: 2019 DRAFT Transportation Improvement Plan (FY19-22) Comments
SR 113 (Harleysville Pike) Relocation Project around Lederach Village
Lower Salford Township, Montgomery County, PA
To Whom It May Concern,

I write in support of Lower Salford Township's recent letter commenting on the 2019 Draft Transportation Improvement Plan (TIP) for FY19-22.

I strongly support adding the proposed SR 113 (Harleysville Pike) Relocation Project to the 2018 Draft TIP. This project will relocate a portion of SR 113 (Harleysville Pike) between Landis Road and Whittaker Way around the Village of Lederach, including bypassing an existing 6-leg intersection which has been a location of constant congestion and concern.

The SR 113 Relocation Project has an estimated cost of \$7 million and includes several improvements including the relocation of 5200 LF of SR 113 passing through Lederach, the addition of pedestrian sidewalk and shared use path along the relocated portion, removal of a portion of the existing SR 113 near Landis Road, signal modification at the existing intersection of SR 113 and Landis Road, and stormwater management facilities.

Lower Salford Township has demonstrated their commitment to this project by reserving the necessary Right of Way for the SR 113 Relocation over the course of several years. In addition, they have acquired over 12 acres of property for the transportation improvements. They have also committed to locally funding the preliminary engineering phase of the project and they have completed a recent Act 209 update in 2018 in which the majority of the traffic impact fees will be

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

applied to this project.

Lower Salford Township has also been working with PennDOT District 6-0 in conjunction with the Department's SR 63 bridge project (MPMS #50646). The proposed detour for this project will directly impact the Lederach Village's 6-leg intersection. A traffic signal will be installed in this intersection, however, the relocation of SR 113 around Lederach has been researched thoroughly and is one of the best solutions to the overall operation and efficiency of traffic flow in the area. This project would not only reduce traffic congestion, but it will improve the walkability and safety of the Lederach Village setting.

Thank you in advance for your consideration. Please do not hesitate to contact me should you have any additional questions.

Sincerely,
Bob Mensch, State Senator, 24th District
Majority Caucus Chair

CC: Mr. Joseph Czajkowski, Lower Salford Township
Mr. Matthew Edmond, Montgomery County Planning Commission

MPMS: By David Dodies - Upper Moreland Township Item ID#: 0206

To whom it may concern:

May 22, 2018

I write on behalf of the Board of Commissioners of Upper [Moreland] Township to express the Township's displeasure with the Draft 2019-2022 Transportation Improvement (TIP); specifically, the decision by DVRPC to exclude funding for improvements to the Willow Grove Interchange of the Pennsylvania Turnpike.

The need for improvements at the Willow Grove Interchange has been documented by Township funded studies and strongly supported by the Montgomery County Planning Commission. The Montgomery County Turnpike Corridor Reinvestment Project (2015) noted "the Willow Grove Interchange is proposed to be improved to avoid back-ups on Route 611 (and) include two lane southbound access from Route 611." It is further stated that "Willow Grove will remain one of Montgomery County's largest employment areas...and the Transportation Vision includes a more efficient and modern Willow Grove Interchange; (and) significant road and intersection improvements in the Route 611 Corridor."

Upper Moreland Township has ample information to support the importance of improvements to the Willow Grove Interchange which the Township will gladly share with DVRPC. The project has also garnered the support of the Montgomery County Planning Commission as shown not only through the above referenced study but also by the Commission's decision to submit such improvements to DVRPC for inclusion on the new 2019 Draft TIP as a "priority" project.

The Township therefore respectfully requests that the draft DVRPC 2019-2022 be amended to include the listing of and funding for improvements to the Willow Grove Interchange. Please include this statement as part of the public record documenting the approval process for the new TIP.

As submitted on behalf of Upper Moreland Township.

David A. Dodies
Township Manager
Upper Moreland Township
(215) 659-3100

MPMS: By Kim Gephart - Lower Salford Township Item ID#: 0207

Attached please find a copy of the letter Lower Salford Township has sent regarding the 2019 Draft Transportation Improvement Plan for FY19-22. A hard copy has also been sent in the mail.

Thank you,
Kim Gephart
Administrative Assistant
Lower Salford Township
379 Main Street

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

Harleysville, PA 19438
215-256-8087
215-256-4869 (Fax) May 11, 2018

PA TIP Comments
Lower Salford Township
Board of Supervisors
379 MAIN STREET
HARLEYSVILLE, PA 19438-2309
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th FL
Philadelphia, PA 19106-1520
RE: 2019 DRAFT Transportation Improvement Plan (FY19-22) Comments
SR 113 (Harleysville Pike) Relocation Project around Lederach Village
Lower Salford Township, Montgomery County, PA

To Whom It May Concern:

Please accept this correspondence as the "Official Letter" from Lower Salford Township commenting on the 2019 Draft Transportation Improvement Plan (TIP) for FY19-22. Lower Salford Township is disappointed in our review of the current draft and is requesting your reconsideration and support to add the proposed SR 113 (Harleysville Pike) Relocation Project to the 2018 Draft TIP. This project has been a priority of the Township for many years. The project is the relocation of a portion of SR 113 (Harleysville Pike) between Landis Road and Whittaker Way around the Village of Lederach, including bypass of an existing 6-leg intersection which continues to be a location of congestion and concern for the Township.

The SR 113 Relocation Project is estimated to have an overall cost of \$7,000,000 and includes the following improvements:

- Relocation of approximately 5200 LF (existing) of SR 113 currently passing through the small village of Lederach
- Addition of pedestrian sidewalk and shared use path along the relocated portion and within the village of Lederach
- Removal of a portion of the existing SR 113 near Landis Road
- Signal modification at the existing intersection of SR 113 and Landis Road
- Stormwater Management Facilities

The Township has a proven commitment to the completion of the SR 113 Relocation Project as shown by the following:

1. Over the years, Lower Salford has made it a priority to obtain and reserve the necessary Required Right of Way for the SR 113 Relocation. Over 12 acres of property, except for one small piece at the intersection of Landis Road, has been acquired for transportation improvements in the name of Lower Salford Township.
2. The Township is committed to locally funding the Preliminary Engineering phase of the project in order to more quickly advance design through the PennDOT Project Delivery Process.
3. Lower Salford has completed a recent Act 209 update in 2018 in which the majority of the traffic impact fees will be applied to this significant project.

More recently, Lower Salford Township has worked with PennDOT District 6-0 in conjunction with the Department's SR 63 Bridges Project (MPMS #50646) since the proposed detour route will impact the Lederach Village 6-leg intersection. As a result of this detour, a traffic signal will be installed at the 6-leg intersection. The Township recognizes that this will improve the safety of the intersection, however, it will further degrade the efficiency of traffic flow through this area. Extended queues are projected to occur during both the AM and PM peak hours due to the volume of traffic in the area, and virtually no room is available for widening to add capacity. Relocation of SR 113 around Lederach has been well documented as the only true solution to improve the overall operation and efficiency of traffic flow through this area. It is also viewed as an opportunity to improve the walkability and safety of the Lederach Village setting.

Even though the Township supports the installation of a traffic signal at the Lederach intersection, the traffic signal will not reduce or eliminate the need for this significant capital improvement. It will, in fact, heighten the need for the relocation project to occur even sooner.

Thank you in advance for your reconsideration. Please contact me at 215-256-8087 or

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

joec@lowersalfordtownship.org should you have any questions or require additional information regarding this project.

Sincerely,
Joseph Czajkowski
Township Manager
Lower Salford Township

cc: Representative Marcy Toepel
Senator Robert Mensch
Congressman Brian Fitzpatrick
Matthew Edmond, Montgomery County Planning Commission

Various County

MPMS: By Anselm Sauter - Chamber of Commerce for Greater Philadelphia Item ID#: 0208, 0209, 0210, 0211

Please see the CEO Council's attached comments on DVRPC TIP for PA.

Chamber of Commerce for Greater Philadelphia
Anselm Sauter
Manager, Federal Affairs & Health Care Initiatives
The Chamber of Commerce for Greater Philadelphia
200 South Broad Street, Suite 700, Philadelphia, PA 19102-3813
P: (215) 790-3613
asauter@chamberphl.com
ChamberPHL.com

June 1, 2018
DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
RE: DVRPC Draft FY2019 TIP for Pennsylvania Comments
On behalf of the CEO Council for Growth (CEO Council), I am pleased to offer comments on the Delaware Valley Regional Planning Commission's (DVRPC) Draft FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22).

The CEO Council is a devoted group of business, higher education, and civic leaders who commit their time and efforts to enhancing economic growth and prosperity in the 11-county region across northern Delaware, southern New Jersey and southeastern Pennsylvania. The CEO Council is an initiative of the Chamber of Commerce for Greater Philadelphia influencing regional and national policy through advocacy.

We actively support the continuing transformation of our community into a global region that fosters economic growth, attracts and retains a skilled workforce, and strengthens the region's existing industries and institutions. Investment in transportation infrastructure through specific projects of regional and national importance will help Greater Philadelphia achieve these goals and firmly place itself as a world-class region.

The future of Greater Philadelphia is bright. We are a thriving metropolitan area that offers unparalleled global access, a well-placed geographic location, an outstanding talent pool, a huge market of customers, and an incredible quality of life. So much of this is due to our existing transportation infrastructure as a strategic economic asset that places us ahead of so many other metro areas. Yet still, our region is changing so quickly that new transportation investments are critical to accommodate and accelerate such outstanding development.

Therefore, of the many important projects that appear in the Draft DVRPC FY2019 TIP for Pennsylvania, we especially support the following projects that recognize the new paradigm of the region's economic core — the spine connecting Center City to University City, with 30th Street Station as a focal point. These projects underpin an amenity-rich, coherent urban district with strengthened access to the core of our regional economy.

- Transit Improvements to SEPTA'S 30th Street Station, MPMS# 77183
- Market Street Bridge Repair/Replacement, MPMS# 69828
- University Bridge Repair/Replacement, MPMS #75804

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Various County

In addition, we support investments that focus on improving the experience of commuting and traveling on the existing transit network. The following project will help adapt the system we built for prior generations to connect and serve the needs of future generations.

- Regional Rail Car Acquisition, MPMS# 60638

Thank you for the opportunity to offer these comments and for the work you do to advance Greater Philadelphia's competitiveness.

Sincerely,
Claire M. Greenwood
Executive Director

**PUBLIC COMMENTS RECEIVED AFTER
THE MAY 1, 2018 - JUNE 3, 2018
PUBLIC COMMENT PERIOD**

BECKY CORBIN
STATE REPRESENTATIVE
155TH LEGISLATIVE DISTRICT

52A East Wing
P.O. Box 202155
Harrisburg, PA 17120-2155
Phone: (717) 783-2520
Fax: (717) 782-2927

180 Gordon Drive
Suite 106
Exton, PA 19341
Phone: (610) 524-5595
Fax: (610) 524-5667



House of Representatives
Commonwealth of Pennsylvania
Harrisburg

COMMITTEES

ENVIRONMENTAL RESOURCES
AND ENERGY

HEALTH

JUDICIARY

RULES

URBAN AFFAIRS

RepCorbin.com
Facebook.com/RepCorbin
bcorbin@pahousegop.com

June 11, 2018

PA TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

**Re: Draft FY2019 Transportation Improvement Program (TIP) for Pennsylvania
PA 113 – US 30 Bypass to Peck Road
Uwchlan Township, Chester County**

We are writing to express our support of Uwchlan Township's efforts to have the PA Route 113 roadway "widening" project from the US 30 Bypass to Peck Road included on the Draft FY2019 TIP for Pennsylvania. The Route 113 "widening" project is not an actual widening and capacity adding project as it is a project to remove an existing pinch point on a heavily traveled road.


The goal of this project is to eliminate the short, less than one mile, distance north of the US 30 Bypass where the roadway section is constricted from a three and four lane cross-section down to just two lanes prior to widening out to a four and five lane cross-section for a three and a half mile distance ending at Jennifer Drive.

Currently, Route 113 is constantly backed up throughout the day with numerous motorists taking detours through the surrounding neighborhoods. This problem will be exacerbated by the widening of the US 30 Bypass and the interchange revisions being proposed for westbound Route 30 Bypass and Route 113.

We are requesting that the Pennsylvania Department of Transportation and the Delaware Valley Regional Planning Commission reconsider supporting the project to remove the bottleneck that currently exists on Route 113 and add this to the Draft FY2019 TIP for Pennsylvania.

Very truly yours,


Becky Corbin, State Representative
155th Legislative District


John C. Rafferty, Jr., State Senator
44th Senatorial District

BC/cm

cc: Leslie Richards, Secretary of Transportation
Uwchlan Township



I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition

M Bassat <M.Bassat.1414920@muster.com>

Sun, Jun 10, 2018 at 9:23 PM

Reply-To: mdb490@gmail.com

To: tip@dvrpc.org

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

M Bassat

[990 Spring Garden](#)

[Philadelphia, PA 19123](#)

2154903121



Circuit Trail Upgrade and Expansion

Herbert Campbell <Herbert.Campbell.1025738@muster.com>

Sun, Jun 10, 2018 at 1:18 PM

Reply-To: fast_is.6568@yahoo.com

To: tip@dvrpc.org

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Herbert Campbell
P.O. Box. 20927
Philadelphia, PA 19141
(215)397-2684

Blank Page for Responses to Public Comments Tab

**AGENCY RESPONSES TO
PUBLIC COMMENTS ON THE
DRAFT DVRPC FY2019
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR
PENNSYLVANIA**

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Chester County

Bicycle/pedestrian improvement requests - Route 29 Corridor in Chester County
Item ID: 0001

Agency Response by DVRPC:

Thank you for your comment. One of the five core principles of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia is to create an integrated, multimodal transportation network. As you correctly note, we must consider all modes with every project to reach this goal. Throughout the process of developing the Draft FY2019 TIP for PA, DVRPC worked closely with PennDOT, county, and local, and other partners to implement the PennDOT Connects policy for all new projects. The goal of PennDOT Connects is to consider the needs of local communities at the beginning of the planning process, in order to ensure that PennDOT's investments are as effective as possible for the communities in which they are located, while also reducing delays and cost increases caused by issues identified late in the project delivery process. As part of the PennDOT Connects process, improvements for pedestrians and bicyclists are specifically considered before a project even begins Preliminary Engineering. In the DVRPC region, our process also includes working closely to evaluate surface treatment projects for opportunities to improve pedestrian and bicycle facilities, for example by striping an existing shoulder as a bike lane.

Delaware County

MPMS #110965 - Marshall Road Corridor Safety Improvements
Item ID: 0002

Agency Response by PennDOT:

As part of the design process, the department will perform the engineering and traffic study to determine the need of appropriate traffic control. If found to be warranted, they will be incorporated in to the project. Thanks for your interest in highway safety and mobility.

Philadelphia County

Bicycle/pedestrian improvement requests - Oppose roadway widening
Item ID: 0003

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

Intercity rail
Item ID: 0004

Agency Response by PennDOT:

Thank you for your comments regarding intercity passenger rail investments. PennDOT, SEPTA, and Amtrak are continuously coordinating and planning improvements to the rail corridor. Current priorities focus resources on maintaining the infrastructure in a state of good repair and compliance with the ADA accessibility.

MPMS #108090 - Citywide Resurfacing 106
Item ID: 0005

Agency Response by Philadelphia County:

Thank you for your comment. The City has also recognized the need for resurfacing of this section of Trevoise Rd., and has programmed this work to be completed using 100% local City funds during the 2018 paving season.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

MPMS #88085 - Byberry Road Bridge Replacement
Item ID: 0006, 0007, 0008, 0009, 0010, 0011, 0012, 0013

Agency Response by PennDOT:

The new Byberry Road Bridge itself will not have a weight restriction. This is consistent with the expenditure of public funds to allow travel along highways for vehicles not exceeding legally allowable loads. Byberry Road is a street owned and maintained by the City of Philadelphia; therefore, any travel restrictions are within their purview. "No Through Trucks" signs have been posted by the City to address any related concerns along Byberry Road.

The new Byberry Road bridge (and the approaches) will include new sidewalks on either side. Bicycle traffic will be accommodated across the new bridge sharing the roadway with all other vehicles.

Agency Response by Philadelphia County:

The City appreciates your concerns related to truck traffic on Byberry Road. While the new bridge itself will not be weight restricted, the currently posted restrictions on through truck traffic will remain in place after the project is completed.

Request to add proposed project to the TIP - Aerial Gondola to the Navy Yard
Item ID: 0014

Agency Response by Philadelphia County:

The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new projects was so limited that only one or two priority projects in each county were included. The City of Philadelphia, DVRPC, and the region's planning partners encourage you to participate in regional discussions to prioritize transportation improvements.

Various County

Bicycle/pedestrian improvement requests - Safety and Priority
Item ID: 0015

Agency Response by DVRPC:

One of the five core principles of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia is to create an integrated, multimodal transportation network. Throughout the process of developing the Draft FY2019 TIP for PA, DVRPC worked closely with PennDOT, county, and local, and other partners to implement the PennDOT Connects policy for all new projects. The goal of PennDOT Connects is to consider the needs of local communities at the beginning of the planning process, in order to ensure that PennDOT's investments are as effective as possible for the communities in which they are located, while also reducing delays and cost increases caused by issues identified late in the project delivery process. As part of the PennDOT Connects process, improvements for pedestrians and bicyclists are specifically considered before a project even begins Preliminary Engineering. In the DVRPC region, our process also includes working closely to evaluate surface treatment projects for opportunities to improve pedestrian and bicycle facilities, for example by striping an existing shoulder as a bike lane.

Connect Circuit Trails by advancing priority projects in the Circuit Line Item
Item ID: 0020, 0021, 0022, 0023, 0024, 0025, 0026, 0027, 0028, 0029, 0030, 0031, 0032, 0033, 0034, 0035, 0036, 0037, 0038, 0039, 0040, 0041, 0042, 0043, 0044, 0045, 0046, 0047, 0048, 0049, 0050, 0051, 0052, 0053, 0054, 0055, 0056, 0057, 0058, 0059, 0060, 0061, 0062, 0063, 0064, 0065, 0066, 0067, 0068, 0069, 0070, 0071, 0072, 0073, 0074, 0075, 0076, 0077, 0078, 0079, 0080, 0081, 0082, 0083, 0084, 0085, 0086, 0087, 0088, 0089, 0090, 0091, 0092, 0093, 0094, 0095, 0096, 0097, 0098, 0099, 0100, 0101, 0102, 0103, 0104, 0105, 0106, 0107, 0108, 0109, 0110, 0111, 0112, 0113, 0114, 0115, 0116, 0117, 0118, 0119, 0120, 0121, 0122, 0123, 0124, 0125, 0126, 0127, 0128, 0129, 0130, 0131, 0132, 0133, 0134, 0135, 0136, 0137, 0138, 0139, 0140, 0141, 0142, 0143, 0144, 0145, 0146, 0147, 0148, 0149, 0150, 0151, 0152, 0153, 0154, 0155, 0156, 0157, 0158, 0159, 0160, 0161, 0162, 0163, 0164, 0165, 0166, 0167, 0168, 0169, 0170, 0171, 0172, 0173, 0174, 0175, 0176, 0177, 0178, 0179, 0180, 0181, 0182, 0183, 0184, 0185, 0186, 0187, 0188, 0189, 0190, 0191, 0192, 0193, 0194, 0195, 0196

Agency Response by DVRPC:

Thank you for the comments and your interest in the Circuit Trails. The projects that have been identified are moving through a complex multi-year design development and project delivery process and vary in schedule once design has begun. Each project is being sponsored locally and it is ultimately the project sponsors that are responsible for advancing these projects to construction with support and guidance from PennDOT. A PennDOT project manager has been assigned to each project that has an MPMS #, and each of these projects has been listed on the TIP in a line item in order to assign a PennDOT project manager that has the skills and resources to guide the project sponsor through the multi-year development process. The intent is to help develop a pipeline of "Shovel ready" trail projects that will be able to take advantage of various federal and state funding opportunities for construction.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

General requests, concerns, and/or questions Item ID: 0016

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. New technologies and multimodal transportation options have proven to offer better solutions to transportation problems and are typically less expensive than building new roadways. Experience has also shown that new roadway capacity induces new demand, which leads to even higher levels of congestion in the future, and adds even more to the already insurmountable back log of good repair needs. For all of these reasons, the Long-Range Plan and Transportation Improvement Program have limited funding for roadway expansion projects.

In addition, PennDOT has a prescribed investment plan which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by SEPTA:

SEPTA's Capital Program continues to focus on bringing existing vehicles and infrastructure to a State of Good Repair and the Authority has a plan to bring its assets to a State of Good Repair over the next 20 years with the federal, state and local resources, enhanced in 2013 with the passage of State Act 89.

Not supportive of projects Item ID: 0017

Agency Response by DVRPC:

Thank you for your comment. Completing the Circuit trail network is an important component of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia. The Circuit Coalition is a collaboration of more than 65 nonprofit organizations, foundations, local governments, and agencies who believe The Circuit will make our region stronger by providing a place for healthy transportation and recreation, connecting our communities to green space, and making our neighborhoods more attractive places to live and work.

Project Benefit Evaluation Item ID: 0018

Agency Response by DVRPC:

All PennDOT projects are subject to a rigorous safety review, and safety is a frequently unspoken, but never forgotten goal. The DVRPC Project Benefit Criteria lists safety as the second most important criteria, as voted by our partner agencies and member governments, and was specifically designed to give credit to project locations that not only coincided with the safety network, but to projects with scopes that addressed the identified safety need. Further, the safety criteria are being refreshed with new data sets this calendar year for both PA and NJ. DVRPC is currently in the process of revising the Project Benefit Criteria and we expect this evaluation process to continue to improve.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Safety Performance Management Measures Rule
Item ID: 0019

Agency Response by DVRPC:

This is the first time that State DOTs and MPOs have adopted targets legislated as part of the MAP-21 federal transportation authorization. It has been a challenging process involving a great deal of coordination and analysis, and it is clear that the resulting targets are confusing to the public and require explanation beyond simple reporting of a number. Thank you for your comment, as we will work to address this issue and include language to better explain the targets in the final FY2019 TIP document. We have also shared your comment with our DOT partners to inform them of the public reaction to their established targets.

In the 2017 update of its Strategic Highway Safety Plan, PennDOT set a goal of reducing fatalities and serious injuries on its roadways by 2% per year. The Pennsylvania Statewide Safety Targets shown in the FY2019 TIP incorporate this 2% reduction. However, this is not readily apparent because of the specific calculation Pennsylvania is required to use for the baseline and target numbers. Using a 5-year average and projected numbers in the target calculation, as required, can result in a higher target number than baseline number. This was noted by a number of states during the federal safety performance measure rule-making process, but this method of calculation remained in the final rule.

The higher target number for the Serious Injury calculation is a direct result of the fact that in 2016, Pennsylvania's definition of a Serious Injury changed to include many injuries not previously counted as serious. This increased the 2016 Serious Injury number significantly. The 5-year average baseline calculation uses this higher 2016 number once as part of calculating the average. For the target calculation, even while projecting a 2% reduction in 2017 and 2018, the calculation uses higher numbers 3 times in calculating the average (due to the definition change), resulting in a higher target than baseline number.

The same principle applies to the baseline and target calculations of the Non-motorized Fatalities and Serious-Injuries. Non-motorized crash numbers are lower overall, and therefore, subject to annual fluctuations much greater than 2% up or down. If the baseline average includes a 5th-year number that is significantly higher or lower, then the target average will include 3 years of significantly higher or lower numbers.

It is true that the targets are conservative, given that this is the first round of trying to quantify how to address safety with targets. PennDOT and NJDOT both produced conservative targets, and DVRPC supported the state targets to align regional efforts with state goals, at least this time around. We expect that as successes are made toward these initial targets and experience is gained in developing and documenting the progress, states will set more aggressive targets in the future. DVRPC is open to establishing regional targets in the future.

In summary, the expectation is that through a continued focus on implementing safety improvements, PennDOT's and DVRPC's safety performance measure targets will reduce the numbers of fatalities, serious injuries, and non-motorized fatalities in Pennsylvania.

Comments Received from Planning Partners

Delaware County

Technical corrections

Item ID: 0197

Agency Response by DVRPC:

DVRPC thanks you for your detailed review of the Draft TIP and will make the editorial edits as necessary. With regards, to your comment on Let Dates for SEPTA projects, SEPTA does not use Let Dates. SEPTA uses Notice to Proceed (NTP) dates, which usually immediately follow the contract award. The NTP date for the Elwyn to Wawa Rail Restoration project (MPMS #60636) was March 1, 2018, and the NTP date for the Villanova Intermodal Station: Phase 1 (MPMS #15407) was April 7, 2016. Due to the Transit TIP containing multiple programs, as opposed to individual projects, excluding the above projects, it is very challenging at this point in time for SEPTA and DVRPC to incorporate Notice to Proceed dates. DVRPC will work with SEPTA to have as much information as possible be shown in the TIP Reports. With regards to your comment on clarifying the description of the US 322, Featherbed Lane to I-95 (Section 102) - MPMS #69817, DVRPC will incorporate wording for the Chelsea Parkway improvements. Please see the List of Recommended Changes.

Agency Response by PennDOT:

Plan detail regarding Chelsea Parkway is included in the project website (<http://us322conchester.com/project-information/section-102/chelsea-parkway-bethel-avenue/>). Significant improvement is planned for Chelsea Parkway and Bethel Avenue intersection with US 322. All planned improvements are described at the project website.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

MPMS #88083 - Stoopville Road Improvements - Phase 2
Item ID: 0198

Agency Response by PennDOT:

Dear Ms. Herman,

In response to your draft DVRPC FY2019 TIP for Pennsylvania written testimony for the Stoopville Road Phase II project (MPMS#88083), we offer the following:

According to information provided to the Department by the project sponsors (the municipalities listed above), on March 28, 2012, the Newtown Township Board of Supervisors held a special meeting to discuss the Stoopville Road Phase II project. At this meeting, the design consultant, Gilmore & Associates, Inc., presented the design of the project.

The main subject that you discussed in your written testimony was an association of the Stoopville Road Phase II project with a future "Northern Bypass" project and the subsequent abandoning of the original plan to address serious public safety issues along Stoopville Road. While we hear your concerns, at no time was the original plan for Stoopville Road as outlined by the project sponsors abandoned. The scope of the project has remained essentially the same since its inception. The Stoopville Phase II project has been designed as a separate and independent project to address concerns and needs along that corridor.

It is the Department's belief that the Stoopville Road Phase II project addresses vehicular and pedestrian traffic safety issues which is the initial intended purpose of the project as presented by the project sponsors to DVRPC and its members. It is for this reason that the Department continues to support the inclusion of the project on DVRPC's FY 2019-2022 TIP for Pennsylvania.

We hope the information provided above sufficiently addresses your concerns. If you have any additional questions, please contact Brian D. Rasiul, P.E., District Consultant Project Manager, at 610-422-2378 or c-brasiul@pa.gov.

Sincerely,

Kenneth McClain
District Executive

cc: Charles H. Davies, Assistant District Executive – Design
Eugene Blaum, District Press Officer
Vito Genua (Gannett Fleming, Inc.)
Brian Rasiul (Pennoni Associates Inc.)

Agency Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor.

Chester County

MPMS #93588 - Exton Station
Item ID: 0199

Agency Response by DVRPC:

Thank you for your comment. DVRPC appreciates the engagement from West Whiteland Township and looks forward to working together with our regional partners to implement the Exton Station improvements.

Agency Response by Chester County:

Chester County fully supports the advancement of the Exton Station plans, which includes providing safe pedestrian connections and better vehicular movement to and within the vicinity of this important stop on the Paoli/Thorndale line. A safe pedestrian connection between the station, the Main Street development and the Chester Valley Trail is most needed and alternatives to accomplish this have been identified as part of the station study and through the planning efforts of West Whiteland. The proposed improvements to PA 100 identified through the TCDI funded study will help to provide better access to the station for everyone, and particularly local residents with the proposed new intersection at Mountain View that includes pedestrian walkways and crossings. The proposed additional northbound travel lane from the Pottstown Pike on ramp to the US 30 bypass will help to alleviate one of Chester County's most congested roadways and eliminate a congestion bottleneck. In the wake of the growth that is occurring in the Exton area, we fully support the advancement of these multimodal transportation improvements as expeditiously as possible.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Request to add proposed project to the TIP - PA Route 113 widening
Item ID: 0200

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. New technologies and multimodal transportation options have proven to offer better solutions to transportation problems and are typically less expensive than building new roadways. Experience has also shown that new roadway capacity induces new demand, which leads to even higher levels of congestion in the future, and adds even more to the already insurmountable back log of good repair needs. For all of these reasons, the Long-Range Plan and Transportation Improvement Program have limited funding for roadway expansion projects.

In addition, PennDOT has a prescribed investment plan which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Chester County:

Chester County agrees with the comments provided by Uwchlan Township regarding the addition of the PA 113-US 30 Bypass to Peck Road to the PA TIP. Having worked with our partner counties and agencies in the development of the DRAFT PA TIP, we fully understand that there is limited capacity to add new projects to the TIP due to the limited funding available with this being the first time in many years where we have been able to add new projects as part of the biennial update. This specific project in Uwchlan Township was one of our candidate projects and the recognition that we would only be able to add one or two projects to the TIP illustrates just how important we feel this project is to the overall transportation system in Chester County. We generally agree with the concept of being able to operate and maintain our existing roadways in a state of good repair, however Chester County is forecast to receive the most significant growth in the DVRPC region over the next 25 years. This growth will require some system expansion in specific locations to maintain the functionality of the roadway system as a whole. The funded reconstruction of the US 30 Coatesville to Downingtown Bypass which is programmed to include additional capacity east of Reeceville Road AND the creation of a full interchange at PA 113 will only add even more volume to an already congested roadway proposed to be alleviated by the improvements associated with the PA 113-US 30 Bypass to Peck Road project. While DVRPC's response addresses the rationale and general applicability of the Long Range Plan policy toward maintaining a state of good repair versus adding system capacity, it does not address the specific project for which the comment was provided. The PA 113-US 30 Bypass to Peck Road project is specifically designed to eliminate a congestion bottleneck. This bottleneck is created by a less than one mile stretch of roadway of two lanes located between a three and four lane cross section to the south and a four to five lane cross section to the north on a major thoroughfare between the US 30 Bypass and the PA Turnpike and PA 100 to the north. This bottleneck is a peak hour congestion issue now that will only worsen once the full interchange at PA 113 on the US 30 Bypass is constructed.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Montgomery County

MPMS #105077 - Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project
Item ID: 0201

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the Park Avenue / Eagleville Road / Crawford Road Intersection Improvement Project. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. The Park Avenue / Eagleville Road / Crawford Road Intersection Improvement Project is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore can be considered for inclusion into a future TIP update should adequate funding be available.

MPMS #16239 - New Hanover Square Road Bridge
Item ID: 0202

Agency Response by PennDOT:

With funding now programmed for all phases, PennDOT will work towards finishing all design phases by 2020 in anticipation of advancing construction to that year as well.

MPMS #16741 - Swamp Road at PA 663 SR:0663
Item ID: 0203

Agency Response by PennDOT:

Thank you for your support of the Swamp Road at PA 663 project.

MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2)
Item ID: 0204

Agency Response by PennDOT:

This project let date has been moved up from previous target of 2022 to 2020. Project design team is diligently working on the project at this time. A public plans display for the project was held on October 19, 2017. Additional public engagement regarding different aspects of the project is expected in near future.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Request to add proposed project to the TIP - SR 113 (Harleysville Pike) Relocation Project Item ID: 0205, 0207

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the SR 113 (Harleysville Pike) Relocation Project around Lederach Village. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. The SR 113 (Harleysville Pike) Relocation Project around Lederach Village is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore can be considered for inclusion into a future TIP update should adequate funding be available.

Request to add proposed project to the TIP - Willow Grove Interchange Improvements Item ID: 0206

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the I-276 Willow Grove interchange improvements project. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. DVRPC and its planning partners agree that the Willow Grove interchange area is important to managing growth throughout the PA 611 corridor. A package of improvements in and around the interchange is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore will be considered for inclusion into a future TIP update should adequate funding be available.

Various County

MPMS #60638 - SEPTA Regional Rail Car, Locomotive, and Trolley Acquisition Item ID: 0208

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and SEPTA thank you for your support.

MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) Item ID: 0209

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and PennDOT thank you for your support.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

MPMS #75804 - University Ave/CSX Rail (Bridge)
Item ID: 0210

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and PennDOT thank you for your support.

MPMS #77183 - Transit and Regional Rail Station Program; Improvements to SEPTAs 30th Street Station
Item ID: 0211

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and SEPTA thank you for your support.

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LIST OF RECOMMENDED CHANGES

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Bucks	13549	US 1 (Bridges) Design (Section 03S)	Switch \$5,664,000 STU of the FY20 FD phase with \$5,644,000 NHPP.	For balancing purposes.
	13716	Headquarters Road Bridge Over Tinicum Creek	Reduce FY20 CON by \$571,000 BOF/Toll Credit, reduce FY21 CON by \$579,000 BOF/Toll Credit, then increase FY22 CON by \$1,150,000 BOF/Toll Credit.	For balancing purposes.
Chester	98036	Merlin Road over Pigeon Run	Reduce FY22 CON phase by \$1,159,000 STP/Toll Credit, then increase FY20 CON phase by \$580,000 BOF/Toll Credit, and increase FY21 CON phase by \$579,000 BOF/Toll Credit.	STP funds are ineligible, replace with BOF funds. Advance CON as PS&E Estimate is April 2019 with estimate Letting in June 2019.
	14236	Little Washington Road Bridge Over Culbertson Run	Decrease FY22 CON phase by \$493,000 BOF/Toll Credit, increase FY23 CON by \$493,000 BOF/Toll Credit.	For balancing purposes.
Delaware	103217	Main Street Grade Crossing	Switch \$2,852,000 NHPP of the FY20 UTL phase with STU, and switch \$5,095,000 NHPP of the FY20 CON phase with STU.	Project not eligible for NHPP funding.
	79329	Bridgewater Road Extension	Add PE in FY21 in the amount of \$1,194,000 State 581, and then shift FD from FY21 to FY22 and program in the amount of \$1,384,000 (\$1,107,000 STP/\$277,000 State 581).	PE funds needed for project.
	95429	US 202 and US 1 Loop Road	Reduce CON from \$4,435,000 to \$3,987,000 per update in CON estimate	CON estimate update.
Montgomery	110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	Increase PE by \$350,000 (\$280,000 STU/\$52,000 State 183/\$18,000 Local) in FY19; and increase FD by \$711,000 (\$569,000 STU/\$107,000 State 183/\$35,000 Local) in FY20. Remove Local CON funding in FY21, FY22 and FY23. Lastly, add \$410,000 Local funding in FY21.	Shifting FD funds from MPMS #92839 to MPMS #110444. This change is to pay for the PE and FD of CB #0, change CON funding for CB #0 from 80/20 split to an 80/15/5 split; and that the Turnpike bridge is paid with 100% Turnpike funding.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	92839	Ridge Pike over Norfolk Southern RR bridge (CB: #257)	Remove \$350,000 (\$280,000 STU/\$52,000 State 183/\$18,000 Local) from FY19 FD phase and shift to FY19 PE phase of MPMS #110444. Remove \$711,000 (\$569,000 STU/\$107,000 State 183/\$35,000 Local) from FY19 FD phase and shift to FY20 FD phase of MPMS #110444.	Shifting FD funds from MPMS #92839 to MPMS #110444. This change is to pay for the PE and FD of CB #0, change CON funding for CB #0 from 80/20 split to an 80/15/5 split; and that the Turnpike bridge is paid with 100% Turnpike funding.
	77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)	Move FY19 FD (3,692,000 STU/\$923,000 State 581) to the parent project, MPMS #16438 – PA 309, Connector Project.	Shifting funds from breakout project to parent project. FD for the PA 309 Connector will be funded via the parent project, MPMS #16438.
	16438	PA 309, Connector Project	Move FY19 FD (3,692,000 STU/\$923,000 State 581) of MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2).	
	16214	PA 611, Old York Road Over SEPTA West Trenton Line (Bridge)	Increase FY19 CON phase by \$480,000 NHPP/\$120,000 State 185, decrease FY20 CON phase by \$480,000 NHPP/\$120,000 State 185.	For balancing purposes.
	16599	PA 320 at Hanging Rock	Increase FY21 CON phase by \$2,896,000 State 581, increase FY22 CON phase by \$2,699,000 State 581, increase FY23 CON phase by \$3,797,000 State 581, reduce FY20 CON phase by \$4,696,000 STU, and reduce FY21 CON phase by \$4,696,000 STU.	For balancing purposes.
	57865	Edge Hill Road Reconstruction	Remove all state funding, then switch with federal funding and program as follows to the CON phase: FY19: \$156,000 STP/\$421,000 STU, FY20 \$1,923,000 STP/\$9,332,000 STU, FY21: \$2,168,000 STU.	This project will be let for Construction under FY2017 TIP and federal funds will be needed for conversion.
	50634	County Line Road Restoration (M04)(3R)	Switch \$2,852,000 STU of FY20 CON with NHPP.	For balancing purposes.
	102273	Second Collegeville Bridge Crossing	Increase FY20 PE phase by \$1,923,000 State 581, making the phase 100% state funded. Reduce FY20 PE phase by \$1,923,000 STP.	For balancing purposes.
Various	79927	STP Reserve Line Item	Increase FY22 by \$52,000 STP	For balancing purposes.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Various	79929	Bridge Reserve Line Item	Reduce FY20 CON phase by \$9,000 BOF, reduce FY23 CON phase by \$1,150,000 BOF. Then reduce FY19 Con phase by \$13,000 State 185, and increase FY20 CON phase by \$13,000 State 185.	For balancing purposes.
	79980	STU Reserve Line Item	Reduce FY19 CON by \$280,000 STU.	For balancing purposes.
	82216	NHPP Reserve Line Item	Reduce FY19 CON phase by \$480,000 NHPP, increase FY20 CON by \$7,947,000 NHPP, reduce FY22 CON phase by \$174,000 State 581, and reduce FY23 CON by \$103,000 State 581. Reduce FY20 CON phase by \$8,707,000 NHPP	For balancing purposes.
	95447	County Bridge Line Item	Reduce FY22 CON phase by \$657,000 BOF, increase FY22 CON phase by \$657,000 BOF.	For balancing purposes.
	102319	District Wide Bridge Rehab Group O	Reduce FY20 CON phase by \$4,371,000 STU, increase FY20 CON phase by \$834,000 State 581, increase FY21 CON phase by \$3,537,000 State 581, then add a PE phase in FY19 in the amount of \$250,000 STP/Toll Credit.	For balancing purposes. And need PE phase in first year.

DVRPC Highway Project Deletions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	67404	Township Line Road o/ Stoney Creek	Remove project from TIP. Place funding back into appropriate Line Items.	This project is now a design-build in-house project by PennDOT.
Various	48199	Transportation Management Associations (TMA)	Delete MPMS #48199 and replace with MPMS #111424. Shift FY19 PRA phase (\$1,064,000 CAQ/\$265,000 Loc), and FY20 PRA phase (\$1,064,000 CAQ/\$265,000 Loc) from MPMS #48199 to MPMS #111424.	Create new MPMS # in order to close out old MPMS #.

Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania Final for the June 28, 2018 DVRPC Board Meeting

DVRPC Highway Project Additions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Bucks	111471	Aquetong Park Segment - Route 202 Cross-County Trail	Add statewide selected TA Set-aside project for \$1,000,000 to build the next segment of the Route 202 Cross-County Trail along with stormwater improvements within Aquetong Park, in Soelbury Township.	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111468	Lower Makefield Township Community Trail Connection	Add statewide selected TA Set-aside project for \$700,000 to construct a multi-use trail that will connect the existing trail network to several Township facilities, parks and schools, in Lower Makefield Township.	
	111464	Shady Retreat SRTS Trail	Add statewide selected TA Set-aside project for \$985,000 for construction of approximately 0.8-miles of multi-use trail along Shady Retreat and Burpee Roads that will connect several neighborhoods to the Doyle Elementary School, Lenape Middle School and Central Bucks West High Schools (using SRTS funding), in Doylestown Township.	
Chester	111474	My School on the Move Program - Greater Valley Forge TMA	Add statewide selected TA Set-aside project for \$111,000 for the interactive My School on the Move program that teaches middle school students traffic safety laws. (using SRTS funding)	
	111485	Route 82 Crosswalks and sidewalk	Add statewide selected TA Set-aside project for \$750,000 to construct safety improvements for better access to the Unionville-Chadds Ford Middle/High School campus through sidewalks, crosswalks, medians and roadway adjustments (using SRTS funding) in East Marlborough Township.	
	111477	State Road Sidewalks	Add statewide selected TA Set-aside project for \$1,280,300 to construct approximately 2,500 feet of sidewalk and curb on the south side of State Road between Prospect Avenue/Wickerton Road (State Route 0841) and Schoolhouse Road (using SRTS funding) in London Grove Township	
Delaware	111488	Media Borough Ridge Road Stormwater Improvements	Add statewide selected TA Set-aside project for \$400,000 for a stormwater parkette adjacent to North Providence Road to reduce flooding and improve water quality in north Media.	
	111486	Octoraro Trail Construction - Phase 1	Add statewide selected TA Set-aside project for \$1,163,000 for construction of Phase 1A of the multi-use Octoraro Trail in Concord Township from State Route 202 to Temple Road in Concord Township	
	111487	Walkable Chadds Ford	Add statewide selected TA Set-aside project for \$1,000,000 for development of a multi-use trail extending from the Township Municipal Complex on the south side of U.S. Route 1 to the Village of Chadds Ford at South Creek Road and Station Way Road/North Creek Road (using SRTS funding) in Chadds Ford Township.	

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
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DVRPC Highway Project Additions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	111491	Corinthian Trail	Add statewide selected TA Set-aside project for \$739,704 for construction of a six-foot-wide asphalt walking path, ADA curb ramps, five-foot-wide concrete sidewalk, and stormwater drainage in the vicinity of Crooked Billet Elementary (using SRTS funding) in Hatboro Borough.	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111489	I Love You and Your Brain Too - Bike Helmet Safety	Add statewide selected TA Set-aside project for \$51,000 to enhance awareness of bike helmet safety through local partnerships and participation in community events to distribute free bike helmets and provide free bicycle helmet fittings (using SRTS funding) for the Partnership TMA.	
	111494	Kriebel Road Trail	Add statewide selected TA Set-aside project for \$846,000 to construct approximately 4,000 linear feet of a new 10-foot-wide pedestrian/bicycle trail from Trumbauer Road to Valley View Way along the Towamencin Creek in Towamencin Township.	
	111492	Limekiln Pike Multimodal Safety Initiatives	Add statewide selected TA Set-aside project for \$750,000 to install new five-foot sidewalks along Limekiln Pike between Dreshertown Plaza and Jarretstown Elementary, including new curb and drainage improvements (using SRTS funding) in Upper Dublin Township.	
	111493	Lower Salford Sidewalk for SR 113 and Park Ave	Add statewide selected TA Set-aside project for \$505,000 for installation of sidewalks, curbs, and ADA curb ramps along Harleysville Pike and Park Avenue to connect two major shopping centers, a township park, residential neighborhoods, and a shared-use path system (using SRTS funding) in Lower Salford Township.	
	111495	Main Street Pedestrian Improvements	Add statewide selected TA Set-aside project for \$681,442 to construct sidewalks, curbs, ADA curb ramps, and traffic calming features on Main Street improving connections to the Perkiomen Trail, Meadow Park, and Schwenksville Elementary (using SRTS funding) in Schwenksville Borough.	
	111490	Whitpain Township Trail Network - Core Connector III	Add statewide selected TA Set-aside project for \$641,552 for construction of a 0.7-mile section of the Whitpain Trail network along Union Meeting Road between Jolly Road and Township Line Road in Whitpain Township.	
Philadelphia	111506	Blvd Pedestrian Safety & Direct Bus Improvements	Add statewide selected TA Set-aside project for \$1,000,000 to construct sidewalk for pedestrian safety and access improvements and prepare sites for Direct Bus stations along Roosevelt Boulevard.	

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Additions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Philadelphia	111501	Broad & Locust Modified Urban Intersection	Add statewide selected TA Set-aside project for \$1,000,000 to modify the intersection at Broad and Locust Streets.	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111507	Cramp Elementary School Traffic Safety Improvements	Add statewide selected TA Set-aside project for \$995,000 to establish a school slow zone near Cramp Elementary through traffic safety improvements (using SRTS funding).	
	111510	Frankford & Belgrade Improvements	Add statewide selected TA Set-aside project for \$300,000 for intersection improvements and signalization at Frankford Avenue and Belgrade Street.	
	111496	Franklin Square Pedestrian Access Project	Add statewide selected TA Set-aside project for \$432,000 to construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.	
	111500	Manayunk Canal Lower Locks Preservation Project	Add statewide selected TA Set-aside project for \$1,000,000 to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.	
	111508	South Broad Street Sidepath, Phase 1	Add statewide selected TA Set-aside project for \$997,000 to construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.	
	111503	North Broad Street - Vision Zero Priority Corridor	Add statewide selected TA Set-aside project for \$700,000 to increase pedestrian safety on North Broad Street with the installation of medians from West Girard Avenue to Cecil B. Moore Avenue. This funding supplements the Regional TA selection of \$300,000.	

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
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DVRPC Highway Project Additions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Philadelphia	111509	City Avenue Project - City Avenue Special Services District	Add statewide selected TA Set-aside project for \$986,715 for installation of new pedestrian lighting from 52nd Street to Lapsley Lane in the City of Philadelphia and Lower Merion Township, Montgomery County	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111505	Mid-block Crossing in University City - Drexel University	Add statewide selected TA Set-aside project for \$1,000,000 to construct a mid-block crosswalk across Chestnut Street between 33 rd and 32 nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.	
	111511	Riverfront Gateway Sidewalk Project - Interstate Land Management Corporation	Add statewide selected TA Set-aside project for \$1,000,000 to repair and replace damaged sidewalks with heavy pedestrian traffic under I-95.	
	111515	Cherokee Street Bridge over Valley Green Road	Add FD in FY19 in the amount of \$136,000 sSTP/Toll Credit, and add CON in FY20 in the amount of \$1,660,000 sSTP.	Additional funds to region. County \$5 fee matched bridge project
Various	111424	Transportation Management Associations (TMA)	Create new MPMS #111424, to replace MPMS #48199. Shift FY19 PRA phase (\$1,064,000 CAQ/\$265,000 Loc), and FY20 PRA phase (\$1,064,000 CAQ/\$265,000 Loc) from MPMS #48199 to MPMS #111424.	Create new MPMS # in order to close out old MPMS #.
Bucks	36475	Mill Street Grade X-ing	Add new grade crossing project in the amount of \$225,000 (FY21: \$22,000 RRX, FY22: \$203,000 RRX). This project will upgrade RRX Warning Devices in Quakertown Borough.	Add new Railroad Grade Crossing Project. Additional funds to the region.
Chester	110451	Reedville Rd RR Warning Devices	Add new grade crossing project in the amount of \$215,000 (FY21: \$15,000 RRX, FY22: \$200,000 RRX). This project will install RR Warning Devices in Lower Oxford Township.	
Montgomery	110455	Main St RR Warning Devices	Add new grade crossing project in the amount of \$320,000 (FY21: \$20,000 RRX, FY22: \$300,000 RRX). This project will install new RR Warning Devices in Hatfield Borough.	
	111129	Cannon Ave Grade Crossing	Add new grade crossing project in the amount of \$310,000 (FY21: \$10,000 RRX, FY22: \$300,000 RRX). This project will upgrade warning lights and gates at limited sight distance crossing in Lansdale Borough.	
	36878	Reliance Rd Grade X-ing	Add new grade crossing project in the amount of \$268,000 RRX in FY19. This project will install RR Warning Devices in Souderton Borough	

Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
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DVRPC Competitive CMAQ Program			
COUNTY	MPMS #	TITLE	CHANGE
Various	48201	DVRPC Competitive CMAQ Program	Remove MPMS #107633 – Plymouth Township CNG from Description as the Township has decided to respectfully turn down the award.

Highway and Transit Project Title and Description Changes			
COUNTY	MPMS #	TITLE	CHANGE
Bucks	102319	District Wide Bridge Rehab Group O	Remove Saint Peter's Walls from description as STU/STP and State 581 and 185 funds are ineligible.
Delaware	69817	US 322, Featherbed Lane to I-95 (Section 102)	<p>Include additional wording for the work that will improve Chelsea parkway:</p> <ul style="list-style-type: none"> ▪ Reconstruct the intersection to provide four through lanes U.S. 322 (Conchester Highway); ▪ Adding left turn lanes from eastbound U.S. 322 (Conchester Highway) onto Chelsea Parkway and from westbound U.S. 322 (Conchester Highway) onto Bethel Avenue; ▪ Adding deceleration lanes from eastbound U.S. 322 (Conchester Highway) for right turns onto commercial drives and Bethel Avenue, and from westbound U.S. 322 (Conchester Highway) onto Chelsea Parkway; ▪ Reconstructing Bethel Avenue from Chichester Avenue to the U.S. 322 (Conchester Highway)/Chelsea Parkway intersection; ▪ Constructing a Bethel Avenue cul-de-sac on the south side of U.S. 322 (Conchester Highway); and ▪ Upgrading with new <i>adaptive</i> traffic signals.
Montgomery	110313	Belmont Avenue Bridge over Schuylkill River (CB #200)	<p>This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and Montgomery County.</p> <p>A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.</p>
Various	105291	The Circuit Line Item	Remove Pennypack Trail Extension – MPMS #105484, as Montgomery County will not be seeking funding from the TIP for this project. The project will be advancing using non-federal funds. Remove Delaware County's Chester Creek Trail Phase 2 as project is not ready to be included in The Circuit Line Item.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

Technical Corrections			
COUNTY	MPMS #	TITLE	CHANGE
Various	Various	Various	Make technical correction to the program as necessary, including project descriptions, limit corrects, title edits, Let Dates, AQ codes, and CMP Codes, etc.

Special Discretionary and Statewide Funded Projects			
COUNTY	MPMS #	TITLE	CHANGE
Various	Various	Various	Add new projects to the TIP that received special discretionary funds from FAST Act, or Annual Appropriations, or are derived from Statewide Managed Programs (e.g. Highway Safety Improvement Program, Transportation Alternative Set-aside program (TA), Automated Red Light Enforcement, etc) as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded by the discretionary, statewide, and local match funding, with no additional federal or state transportation dollars required from the Regional Program, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.

Interstate Management Program Title and Description Changes			
COUNTY	MPMS #	TITLE	CHANGE
Philadelphia (Interstate Management Program)	103553	I-95: Race-Shackamaxon 2 (GR6)	Change the title from 'I-95: Race-Shackamaxon 2 (GR6)' to 'I-95 Southbound: Race to Shackamaxon (GR6)' and replace the first paragraph of the description with the following: " This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.
Philadelphia (Interstate Management Program)	103555	I-95 Corridor ITS (GR8)	Remove the last sentence of the first paragraph which reads: "Enhancement and expansion of the Regional Traffic Management Center at the PennDOT District 6 Office in King of Prussia will also be evaluated for implementation." The Regional Traffic Management Center (RTMC) is now covered under RTMC General Contract - MPMS #110494, Plumbing Contract - MPMS #110496, Electric Contract - MPMS #110497, and HVAC Contract - MPMS #110498.

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Public Comment Outreach Documentation

PLEASE POST 5/1/2018 TO 6/3/2018

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR
PUBLIC REVIEW: DRAFT DVRPC FY2019 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR PENNSYLVANIA**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The *Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22)* will be available for public comment from May 1, 2018, until June 3, 2018 at 5:00 PM local time.

The Transportation Improvement Program (TIP) represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting/information session on the Draft DVRPC FY2019 TIP for PA.

**Thursday, May 24, 2018
4:00 PM to 6:00 PM
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106**

Web conferencing is available for the May 24th meeting. Please register by Wed. May 23rd by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

An electronic version of DVRPC's Draft PA TIP is available at www.dvrpc.org/TIP/Draft. Hardcopies are available in the DVRPC Resource Center and in a number of regional libraries. The document will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

Written comments and questions must be submitted in one of four ways listed below:

- Electronically through a web application available at: www.dvrpc.org/TIP/Draft
- By Email: TIP@dvrpc.org
- By Mail:

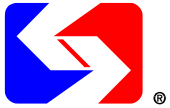
PA TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106-1520
- Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for this document must be received no later than 5:00 PM (local time) on June 3, 2018. Comments received via mail must be postmarked by June 2, 2018. Responses will not be provided unless comments are submitted in writing during the public comment period.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. For more information, visit www.dvrpc.org/GetInvolved/TitleVI.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

FISCAL YEAR 2019 CAPITAL BUDGET

- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107, at 11:30 A.M. and 5:00 P.M., on Wednesday, April 25, 2018. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2019 Capital Budget and Fiscal Years 2019-2030 Capital Program and the projects contained therein for which financial assistance is being sought. The total amount of federal and state funds to be received in Fiscal Year 2019 will be determined at the completion of the federal and state budget processes. SEPTA proposes to submit to its funding agencies a program of projects for funding consideration. SEPTA's final federal Section 5307 Program of Projects will be made available on SEPTA's website, <http://septa.org/strategic-plan/reports.html>; through the Delaware Valley Regional Planning Commission's Transportation Improvement Program (TIP); and in conjunction with the DVRPC's Public Involvement Process for the TIP.
- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Speakers for the morning and evening sessions must register by 12:00 PM and 5:30 PM, respectively, on the day of the Public Hearings.

- III. Persons wishing to file written comments may forward them to the Director of Capital Budget and Grant Development, 9th Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments must be received by May 1, 2018, so that they may be forwarded to the Hearing Examiner. Comments may also be sent via email to capbudget@septa.org.
- IV. Individuals in need of a sign language interpreter should contact the Director of the Capital Budget and Grant Development Department at the address listed above by April 9, 2018.
- V. An audio version of the public hearing notice and summary will be available through the Associated Services for the Blind at its website: www.asb.org and at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, PA 19107.
- VI. On or about March 26, 2018, members of the public may obtain a copy of the proposed Capital Budget and Twelve Year Capital Program at SEPTA's website: www.septa.org or by requesting, in writing, a copy from the Director of the Capital Budget and Grant Development Department at the address listed above.

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Highlights

FY2019 DRAFT TIP for Pennsylvania
(FY19-22)



The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

TITLE VI COMPLIANCE | DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities, and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

DVRPC is funded through 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 the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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CHAPTER 1:

INTRODUCTION

The Draft DVRPC Fiscal Year 2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22) covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC prepares a major update to the Pennsylvania TIP every other year to coincide with the update of Pennsylvania Department of Transportation's fiscally constrained statewide Twelve-Year Program, and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board. This year, the Public Comment period begins on May 1, 2018 and will close at 5:00 PM on June 3, 2018. See further details regarding the comment process at the end of this document.

DVRPC works to proactively shape a comprehensive vision for the region's future growth. The agency does so by: providing technical assistance and services; conducting high priority studies that respond to the requests and demands of member states and local governments; fostering cooperation among various constituencies to forge a consensus on diverse regional issues; determining and meeting the needs of the private sector; and continuing public outreach efforts that promote two-way communication and enhance public awareness of regional issues and DVRPC.

WHAT IS THE TIP?

By way of congressional mandate, federal transportation legislation requires that DVRPC, as the Metropolitan Planning Organization (MPO) for the region, develop and update a Transportation Improvement Program or TIP in order for the region to be eligible to receive and spend federal transportation funds.

The DVRPC TIP lists all transportation projects that intend to use federal funds, as well as state-funded capital projects that are transportation improvement priorities for this region. It is a multimodal, four year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a "wish list;" competition between projects for a spot on the TIP clearly exists. The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, utility, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

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

The TIP is a requirement of federal transportation legislation, most recently, the Fixing America's Surface Transportation Act (FAST Act), or Public Law 114-94. The FAST Act was signed into law on December 4,

2015 and will expire on September 30, 2020. The FAST Act is the first federal law in over ten years to provide long-term certainty for surface transportation funding, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012 and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems.

WHAT IS THE TIMELINE TO DEVELOP THE TIP?

The TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by PennDOT; SEPTA; Pottstown Area Rapid Transit (PART); Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO); DVRPC staff; FHWA; and representatives of DVRPC city and county member governments, which constitute the DVRPC PA TIP Subcommittee. For the Draft DVRPC FY2019 TIP, the process commenced during the fall of 2017 with the review of costs and schedules of current FY2017 TIP projects. By March 2018, the result was a constrained, preliminary draft program (“preliminary Draft TIP”) based on reasonable, anticipated revenue projections for the next 12 years (FY19–30) and based on feedback from the PA TIP Subcommittee. At the end of March 2018 the Subcommittee arrived at a final list of projects for the Draft TIP (“final Draft TIP”) that could be evaluated for impacts on air quality conformity. DVRPC has opened a 30+-day public comment period, in which the draft document is shared with the public for feedback. The DVRPC Board is the final decision-making body of the MPO, and DVRPC staff will request the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes) in June 2018. After the DVRPC Board adoption, DVRPC staff will submit the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. The federal partners will formally approve the PennDOT FY2019 STIP, and the new DVRPC TIP and PennDOT STIP will become effective and will replace the DVRPC FY2017 TIP and PennDOT FY2017 STIP.

Table 1: Libraries Displaying the Draft DVRPC FY2019 TIP for Pennsylvania

Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103	Independence Branch Library 18 South 7th Street Philadelphia, PA 19106	Ramonita G. Derodriguez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123
Joseph E. Coleman Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144	Lucien E. Blackwell Regional Library 125 S. 52nd Street Philadelphia, PA 19139	Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134	Doylestown District Center Library 150 S. Pine Street Doylestown, PA 18901
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969	Newtown Public Library 201 Bishop Hollow Road Newtown Square, PA 19073
Chester County Library 450 Exton Square Parkway Exton, PA 19341	Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320	Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038
J. Lewis Crozer Library 620 Engle Street Chester, PA 19013	La Mott Free Library 7420 Sycamore Avenue La Mott, PA 19027	Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003
Library for the Blind & Physically Handicapped 1500 Spring Garden Street, Suite 230 Philadelphia, PA 19130		

Source: DVRPC, 2018

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CHAPTER 2:

PROGRAM SUMMARIES

The Draft DVRPC FY2019 TIP for Pennsylvania contains more than 360 projects (including the Interstate Management Program), totaling over \$5.5 billion for the phases to be advanced during the next four years: an average over \$1.39 billion per year. Programmed funds include over \$2 billion for projects primarily addressing the non-Interstate Highway System, and over \$600 million for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of \$2.6 billion. Additionally, there is a \$2.8 billion Transit Program for SEPTA, Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation’s Bureau of Public Transit (PennDOT BPT). Table 2 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania Statewide Interstate Management Program funding for the DVRPC region. Table 3 and Table 4 provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 5 shows the grand total of the highway and transit program.

Table 2: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019– 2022)
Highway Program					
Bucks County	67,417	43,143	65,980	54,710	231,250
Chester County	81,355	93,890	57,841	59,622	292,708
Delaware County	72,805	57,792	32,190	63,388	226,175
Montgomery County	112,997	120,281	141,913	89,526	464,717
Philadelphia County	110,313	107,985	141,237	171,416	530,951
Various Counties	66,582	86,407	75,020	84,173	312,182
Regional Highway Program	511,469	509,498	514,181	522,835	2,057,983
Interstate—Delaware County	8,500	1,000	1,550	1,000	12,050
Interstate—Montgomery County	0	1,000	13,980	21,235	36,215
Interstate—Philadelphia County	91,268	130,829	194,007	135,642	551,746
Interstate Program Subtotal	99,768	132,829	209,537	157,877	600,011
Regional Highway and Interstate Program Subtotal Cost	611,237	642,327	723,718	680,712	2,657,994
Transit Program					
PennDOT BPT	55,000	0	0	0	55,000
PART	2,061	2,098	2,781	2,027	8,967
SEPTA	776,786	738,136	693,303	613,285	2,821,510
Transit Program Subtotal Cost	833,847	740,234	696,084	615,312	2,885,477
Grand Total Cost of TIP	1,445,08	1,382,561	1,419,802	1,296,024	5,543,471

SOURCE: DVRPC. 2018

Table 3: Cost by TIP and Interstate Funding Category (\$000)

Fund Type	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019–2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
HIGHWAY PROGRAM								
Bridge State	53,378	52,086	52,633	52,069	210,166	208,269	208,258	416,527
Bridge State—Interstate	2,460	2,214	2,050	2,050	8,774	6,150	0	6,150
Highway State	54,268	59,666	63,359	69,410	246,703	277,632	277,621	555,253
Highway State—Interstate	10,512	11,044	7,949	7,324	36,829	24,709	5000	29,709
Bridge Off	11,670	11,670	11,670	11,670	46,680	46,680	46,680	93,360
CAQ	31,475	32,289	36,881	36,881	137,526	147,524	147,524	295,048
e581	1,200	0	0	0	1,200	0	0	0
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
Green Light—Go	0	0	11	0	11	161	0	161
HCB	63	997	0	0	1,060	0	0	0
HSIP	13,743	14,253	14,253	14,253	56,502	57,012	57,102	114,024
LOC	11,840	19,050	21,744	34,884	87,518	44,856	5,733	50,589
NFP	0	0	61,099	0	61,099	61,099	122,198	183,297
NHPP	140,077	145,014	144,990	144,965	575,046	579,860	579,860	1,159,720
NHPP—Interstate	78,796	118,571	123,909	127,268	448,544	567,629	812,994	1,380,623
RRX	429	1,068	0	0	1,497	0	0	0
sHSIP	12,382	7,616	8,674	0	28,672	0	0	0
SPK-NHPP	23,000	24,000	23,980	33,235	104,215	159,025	60,000	219,025
SPK-STP	8,950	4,400	17,280	17,270	47,900	104,000	0	104,000
SRTSF	797	1000	0	0	1,797	0	0	0
STP	26,660	27,151	27,141	27,132	108,084	108,528	108,528	217,056
STU	73,071	76,160	76,160	76,160	301,551	304,640	304,640	609,280
SXF	21,110	563	3,968	174	25,815	95	0	95
TAP	9,841	0	0	0	9,841	0	0	0
TAU	3,932	3,932	3,932	3,932	15,728	15,728	15,728	31,456
TIGER	0	12,000	0	0	12,000	0	0	0
Toll	0	0	0	0	0	0	0	0
TPK	0	0	4,952	4,952	9,904	4,952	0	4,952
Highway Subtotal	611,237	642,327	723,718	680,712	2,657,994	2,807,881	2,820,108	5,627,989

SOURCE: DVRPC. 2018

NOTE: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/other funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 8.

TABLE 4: Cost by Transit TIP Funding Category (\$000)

Fund Type	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019–2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
TRANSIT PROGRAM								
1513	1,150	1,150	1,150	1,150	4,600	0	0	0
1514	319,391	328,330	328,577	340,912	1,317,210	1,363,630	1,401,030	2,764,660
1517	50	50	50	0	150	0	0	0
341	11,000	0	0	0	11,000	0	0	0
5307	124,399	109,124	109,781	109,096	452,400	433,288	433,288	866,576
5337	147,375	123,463	123,463	123,463	517,764	493,852	493,852	987,704
5339	7,506	7,705	7,705	7,705	30,621	30,820	30,820	61,640
LOC	20,892	20,931	20,961	20,928	83,712	83,308	83,270	166,578
Other	169,995	125,001	80,004	0	375,000	0	0	0
PTAF 44	32,089	24,480	24,393	12,058	93,020	48,249	10,850	59,099
Transit Subtotal	833,847	740,234	696,084	615,312	2,885,477	2,453,147	2,453,110	4,906,257

SOURCE: DVRPC. 2018

NOTE: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 8.

Table 5: Grand Total Highway and Transit Program

Program	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019–2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
GRAND TOTAL COST: FOUR-YEAR HIGHWAY AND TRANSIT PROGRAM								
Highway	611,237	642,327	723,718	680,712	2,657,994	2,807,881	2,820,108	5,627,989
Transit	833,847	740,234	696,084	615,312	2,885,477	2,453,147	2,453,110	4,906,257
DVRPC Total	1,445,084	1,382,561	1,419,802	1,296,024	5,543,471	5,261,028	5,273,218	10,534,246

SOURCE: DVRPC. 2018

Figure 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

Source: DVRPC, 2018

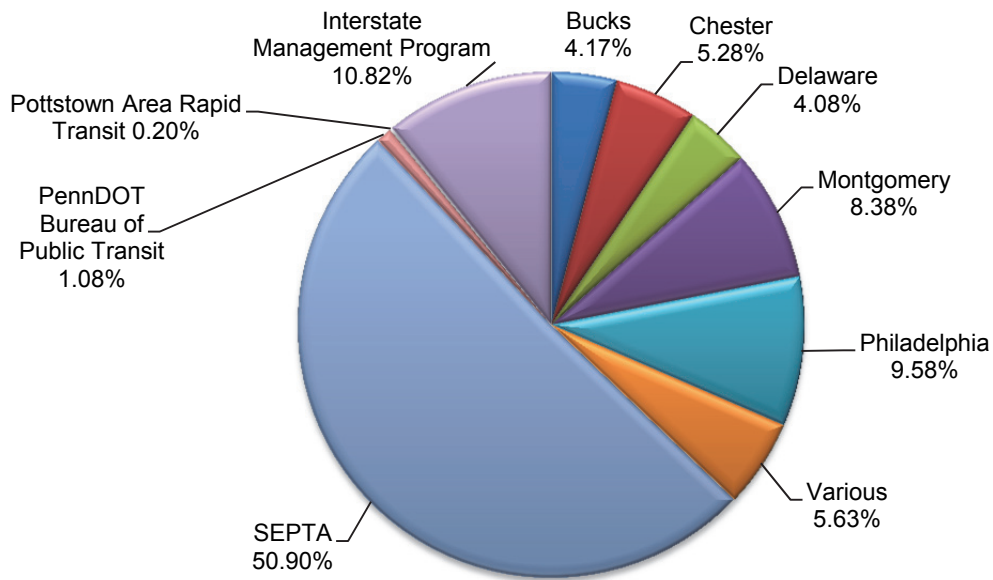


Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000)

Source: DVRPC, 2018

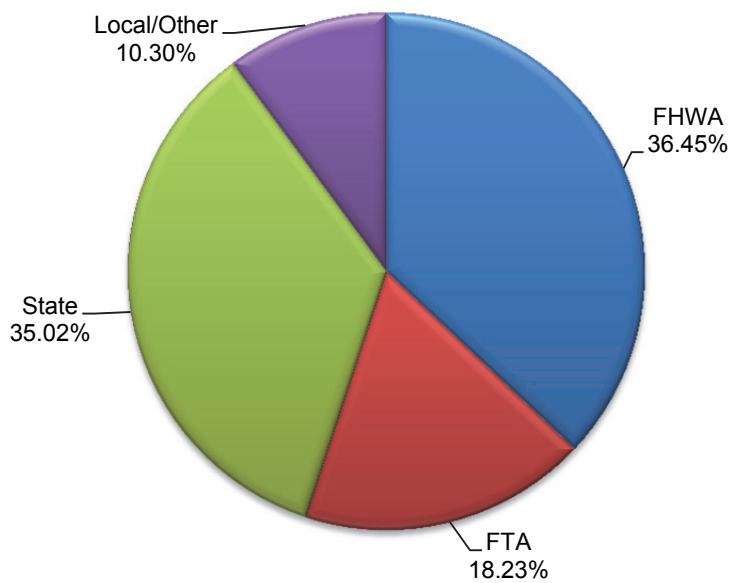


Figure 3: Four Year DVRPC Regional Highway Program Cost by Phase

Source: DVRPC, 2018

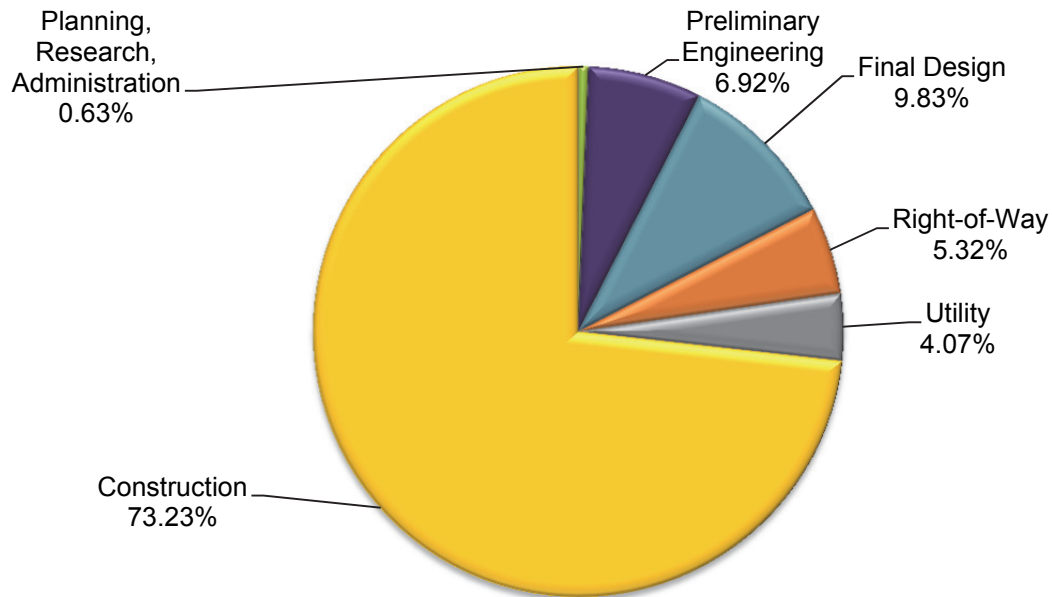
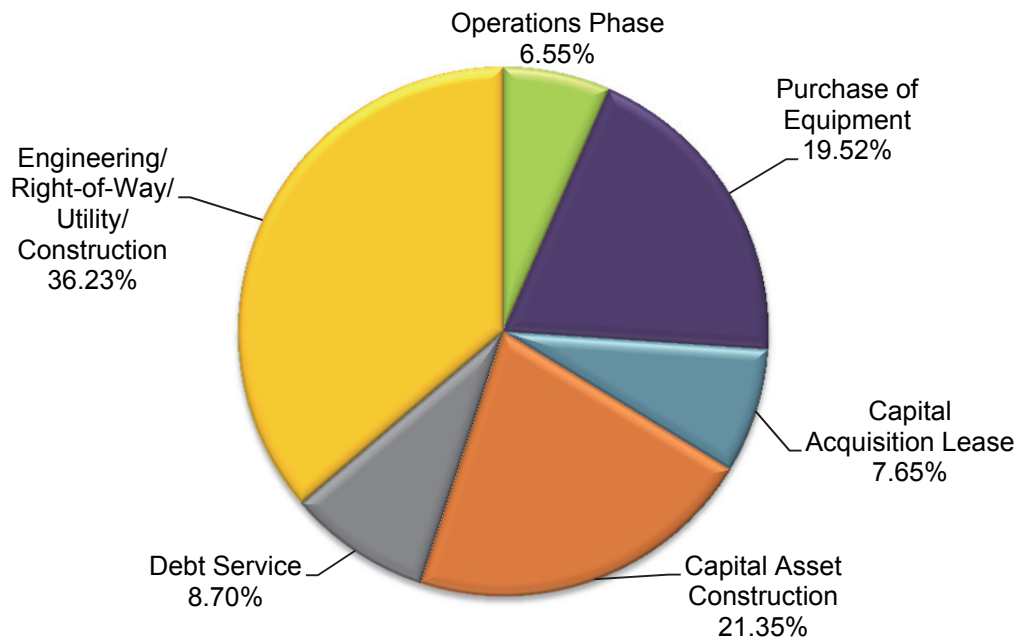


Figure 4: Four-Year DVRPC Regional Transit Program Cost by Phase

Source: DVRPC, 2018



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PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP)

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require State DOTs and MPOs to establish and use a performance-based approach to transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The FAST Act also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

The goal of Performance-Based Planning and Programming (PBPP) is to ensure efficient investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Safety
- Infrastructure preservation
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Safety is the first national goal identified in the FAST Act and has the earliest deadline for addressing progress towards meeting targets in the Transportation Improvement Program.

SAFETY PERFORMANCE MANAGEMENT MEASURES RULE

The FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) requires State DOTs and MPOs to set targets for five safety-related performance measures. The federal safety performance measures are five-year rolling averages of:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (MVMT)
- Number of serious injuries
- Rate of Serious Injuries per 100M VMT
- Number of nonmotorized fatalities and serious injuries (combined)

State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. MPOs may either establish quantitative targets for their metropolitan planning area, or agree to adopt the statewide targets. FHWA requires DOTs and MPOs to establish safety targets

on an annual basis, beginning with targets for calendar year (CY) 2018. The DVRPC Board adopted a resolution on January 25, 2018 supporting PennDOT's statewide safety targets for CY 2018. The Draft DVRPC FY2019 TIP for Pennsylvania (FY19-22) was developed to ensure progress toward target achievement. Please see Chapter 3: Performance-Base Planning and Programming (PBPP) in the Draft FY2019 TIP for Pennsylvania (FY19-22) for details and further information on DVRPC's approach to addressing safety targets.

CHAPTER 4:

MAPPING APPLICATION AND LISTINGS OVERVIEW

MAPPING APPLICATION AND GEOGRAPHIC INFORMATION SYSTEMS (GIS)

DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP/Draft, as the primary mapping function to show the location of mappable projects for the highway, transit, and Interstate projects and is the best way to submit a public comment on the Draft FY2019 TIP. For this TIP update, the TIP Web Search Tool has been completely overhauled. It is more user friendly, and can be used on mobile devices. Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the right-side list of projects when you search by keyword or MPMS #.

As with the previous TIP Web Search Tool, not just TIP project locations are shown, but also overlays of Planning Centers, Freight Centers, Congestion Management Process Corridors, and Environmental Justice and Title VI layers, as well as a “search by address or location” function. The user can search for projects by municipality, zip code, project name, or even funding type. The user can browse the interactive map for projects by clicking on markers to show information and even drag the map to another location and the map will automatically update with new results. Selected project information can also be printed.

Downloadable GIS point, line, and polygon location features for Draft TIP projects, as well as TIP projects in the current adopted Pennsylvania and New Jersey TIPs, as well as formal TIP Actions that the DVRPC RTC and Board approve are available via the Transportation section of DVRPC’s GIS Data webpage, www.dvrpc.org/Mapping/Data.

DVRPC REGIONAL HIGHWAY AND TRANSIT PROJECT LISTINGS

The Draft TIP document includes various project listings which are drawn from the Pennsylvania Highway, Transit, and Interstate Management programs, which are thoroughly explained in the following paragraphs.

All projects within the four years of the TIP period (FY19–22) are considered funded and are able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the region has worked to develop a 12-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the four years also have phases (such as construction) that may be out in LFY23–30. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document. Project phases that fall beyond the four-year TIP are technically “unfunded,” but they are listed, as they represent the region’s planned commitment to fund these phases in the future as funds become available.

Table 6 through Table 11 includes highway projects for Bucks, Chester, Delaware, and Montgomery counties; the City of Philadelphia; and a listing of projects that apply to more than one county called "Various". Table 12 includes transit projects for PennDOT's BPT, SEPTA, and PART. Finally, Table 13 includes the Interstate Management Program (IMP). Within each county grouping, individual highway and transit projects are listed numerically by DOT ID number (MPMS). For full project descriptions, please see the Draft DVRPC FY2019 TIP for Pennsylvania at www.dvrpc.org/TIP/Draft/

Projects **bolded** are "**NEW**" to the TIP. **Projects bolded with an asterisk (*)** are "**NEW-B**" projects that have been "broken out of," or derived from, an existing TIP project. **Projects bolded and italicized** are projects indicated as "**RETURN**," which were previously programmed in a prior TIP, but through a variety of circumstances have returned to the FY2019 TIP.

Table 6: Bucks County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – BUCKS COUNTY			
12923	Bristol Road Extension	64781	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek
12931	Worthington Mill Rd Br (Bridge)	74827	Delaware Canal Enhancement
12965	Lawn Avenue	78516	Bridge Replacement Brownsville Road
13014	Clay Ridge Road Bridge Over Beaver Creek (CB #30)	86244	River Road at Golden Pheasant over Delaware Canal
13240	Old Bethlehem Road Bridge Over Kimples Creek	86923	PA 309, Sellersville Bypass, Resurfacing (PM1)
13248	Walnut Street Bridge Over Perkiomen Creek (CB #13)	88083	Stoopville Road Improvements - Phase 2
13249	Stone Bridge Road (Bridge)	90327	River Rd o/ Trib Delaware (Bridge)
13296	Rickert Road Bridge Over Morris Run Creek (CB #21)	92582	I-95 Philadelphia to Scudder Falls
13377	Main St over SEPTA (Bridge)	93444	Route 1 Improvement-South (Section RC1)
13440	Allentown Road and PA 663 Bridges (2) Over Licking Creek	93445	Route 1 Improvement-North (Section RC2)
13549	US 1 (Bridges) Design (Section 03S)	93446	Route 1 Improvement Frontage Corridor (Section RC3)
13606	Hulmeville Avenue Bridge Over Conrail	98221	Stock's Grove Road over Beaver Creek (CB# 333)
13607	Upper Ridge Road Bridge Over Unami Creek	102272	Holland Road at Buck Road and Route 532
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	102830	Neshaminy Greenway Trail (Bristol to Upper State) (TAU)
13716	Headquarters Road Bridge Over Tinicum Creek	104365	New Falls Road Pedestrian Safety Improvements
13727	Bristol Road Intersection Improvements	107794	Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	108002	Moland Park Trail (TAP)
49315	Portzer Road Roundabout	110091	King Road Bridge over Herkaken Creek (CB #54)
50634	County Line Road Restoration (M04)(3R)	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement
57619	Route 313 Corridor Improvements	110310	Almshouse at Jacksonville Road
57625	Route 232, Swamp Road Safety Improvements	110966	Old Lincoln Highway and Hulmeville Avenue Safety Improvements
64778	State Road	111024	Easton Road Roundabout

Table 7: Chester County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – CHESTER COUNTY			
14134	West Bridge Street Bridge Over Amtrak	95430	US 202 at SR 926 Intersection Improvement
14236	Little Washington Road Bridge Over Culbertson Run	98036	Merlin Road over Pigeon Run (Bridge)
14351	Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek	98039	Ship Road over Valley Creek (Bridge)
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	98041	Birchrun Road over Birch Run (Bridge)
14541	US 1, Baltimore Pike Widening	98223	Creek Road over Pickering Creek (Bridge)
14580	US 1 Expressway Reconstruction (Southern Section)	98224	Spring City Road over Stony Run (Bridge)
14581	US 1 Expressway Reconstruction (Northern Section)	102708	PA 41 at PA 841 Improvements
14698	US 422, Reconstruction (M2B)	102709*	PA 41 & SR 926 Improvements
47979	North Valley Road over Amtrak	102853	Lenape Rd O/Brandywine Creek (Bridge)
59434	Schuylkill River Trail (Q20)	107176	Paoli Pike Trail, Segment C (TAP)
61885	Schuylkill River Trail (Mont Clare Bridge)(Q42)	107551*	SR30/SR10 to Business 30 Interchange Improvement
64220	US 422 Expressway Reconstruction (M03)	107553*	SR30 & Airport Rd Interchange Improvement
69919	PA 372, Lower Valley Road Bridge Over Officers Run	107554*	US30 & PA82 Interchange Improvement
81286	Creek Rd o/ E Brandywine (PA 282) (Bridge)	107945	Art School Rd O/ Br Pickering Creek (Bridge)
85949	SR 896 Safety Improvement	108003	McFarlan Road Sidewalks (TAP)
86064	Hadfield Road Bridge Over Beaver Creek (CB #244)	108004	Woodbine Road Multi-Use Trail (TAP)
86276	Township Road over West Branch of Big Elk Creek (CB #297)	108920	Brandywine Crk Slope Restoration
86301	Lancaster Avenue / Brandywine Creek	110311	PA 41 at State Road Intersection
86696	Watermark Road Bridge Over Muddy Run (CB #21)	110312	Baltimore Pike/Newark Road Intersection Improvements
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	110949	Horseshoe Pike and Manor Road Intersection
90612	Boot Road o/ Amtrak (Bridge)	110954	PA 10 Shoulder Widening
92733	Downingtown Pk over/E Branch Brandywine (Bridge)	110963	Manor Road Roundabout

Table 8: Delaware County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – DELAWARE COUNTY			
15008	Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line	93105	State Rd o/Darby Creek (Bridge)
15183	Station Road Bridge Over Chester Creek (CB #234)	95429	US 202 and US 1 Loop Road
15225	Ardmore Avenue Bridge Over SEPTA and Cobbs Creek	98216	Michigan Ave over Little Crum Creek (CB# 210)
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	98217	Hilldale Road over Darby Creek (CB# 149)
15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)
15368	Manoa Road Bridge over Cobbs Creek (Bridge)	99668	PA 291 Drainage Improvement
47147	3rd Street Dam Over Broomall Lake	102835	Hillside Road Pedestrian Safety Improvements (TAP)
47992	New Road Over West Branch of Chester Creek (Crozierville Bridge)	103216	Jansen Avenue Grade Crossing
57757	Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk	103217	Main Street Grade Crossing
57773	Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	104343*	US 322 over CSX
64791	PA 420, Kedron Avenue	104610	Erickson Avenue Grade Crossing
69665	South Creek Road Bridge Over Brandywine Creek	107177	Moore Road Sidewalk Project (TAP)
69817	US 322, Featherbed Lane to I-95 (Section 102)	107178	Springfield Township Sidewalk Improvements (TAP)
70228	I-476, MacDade Boulevard Ramp Improvements	107652	US 202/US 1 ITS Corridor
79329	Bridgewater Road Extension	107995	Radnor Township Trail (TAP)
86368	Mount Alverno Road Bridge Over Chester Creek (CB #9)	108005	Avenue of the States Streetscape (TAP)
86370	Tribbitt Avenue Bridge Over Hermesprotta Creek (CB #237)	108910	I-95 Noise Abatement
88400	US 1, Chester County Line to Pole Cat Road	110951	Macdade Blvd. Corridor Safety Improvements
88407	I-95 Overhead Bridges	110965	Marshall Road Corridor Safety Improvements
92323	Wanamaker Ave o/ Darby Ck (Bridge)	111021	Bethal Road Roudabout
92739	Glenn Riddle o/Chrome Run (Bridge)	111022	Chichester Avenue Corridor Safety Improvements
92808	Marshall Rd o/ Cobbs Crk (Bridge)		

Table 9: Montgomery County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – MONTGOMERY COUNTY			
16150	Tookany Creek Parkway Bridge Over Tookany Creek	63486	US 202, Johnson Highway to Township Line Road (61S)
16214	PA 611, Old York Road Over SEPTA R3	63490	US 202, Township Line Road to Morris Road (61N)
16216	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines	63491	US 202, Morris Road to Swedesford Road (65S)
16239	New Hanover Square Road Bridge (Bridge)	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road
16334	PA 73, Church Road Intersection and Signal Improvements	64798	North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)
16396	Church Road Bridge Over Norristown High Speed Line (CB)	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
16408	Fruitville Road Bridge Over Perkiomen Creek (CB #232)	67404	Township Line O/Stoney Cr (Bridge)
16577	Ridge Pike, Butler Pike to Crescent Avenue Reconstruction and Signal Upgrade	72355	Valley Green Road Bridge Over Wissahickon Creek
16599	PA 320 at Hanging Rock	74816	Whitemarsh Street Imprv (TE)
16665	US 202, Markley Street Southbound (Section 500)	74937	Whitemarsh Township Street Improvements
16705	Chester Valley Trail Extension (C036)	77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)
16726	WarminsterRd/Pennypack Ck (Bridge)	78736	E King St O/Manatawney Cr (Bridge)
16738	US 422 Expressway Section M1B	79864	Lafayette Street, Barbados Street to Ford Street Widening (MGN)
16741	Swamp Road at PA 663	80052	Fetters Mill Bridge Over Pennypack Creek
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	83643	Limekiln Pike (Bridge)o/SEPTA RR
48174	PA 63, Welsh Rd.	83742	Keim Street Bridge Over Schuylkill River
48175	Ridge Pike, PA Turnpike to Butler Pike	86336	Congo Road Bridge Replacement
48187	Henderson/Gulph Road Widen near I-76 Ramps	86924	PA 422, Resurfacing (PM2)
50646	PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen	87099	Upper Gwynedd Township Improvements (SRTSF) - Round 1
51095	I-76 Schuylkill Expressway Corridor ITS	92807	PA 73 - Skippack Pike Bridge Replacement
57849	PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal)	92839	Ridge Pike over Norfolk Southern RR bridge (CB: #257)
57858	Lafayette Street Extension (MG1)	98037	Niantic Road over Perkiomen Creek (Bridge)
57865	Edge Hill Road Reconstruction	98225	Butler Pike over Prophecy Creek (Bridge)

Table 9: Montgomery County TIP Project List (continued)

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – MONTGOMERY COUNTY			
102273	Second Collegeville Bridge Crossing	108006	Limerick Township Trails (TAP)
103372	Waverly Road over Tacony Creek (County Bridge #275)	108008	Tookany Creek Trail Phase 3 (TAP)
104280	First Avenue Road Diet (TAP)	110313	Belmont Avenue Bridge over Schuylkill River (CB
105134	First Ave Linear Park/Streetscape	110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection
105677	Traffic Signal Modernization (GLG)	110444*	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges
105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	110494	RTMC General Contract
106068	Barbadoes Street Connector Road	110496	RTMC Electrical Contract
106326	Union Street Grade X-ing	110497	RTMC HVAC Contract
107179	Fort Washington Office Park, Cross County Trail Final Segment (TAP)	110498	RTMC Plumbing Contract
107180	Powerline Trail Connection - Phase 1 (TAP)	110961	Old Skippack Rd. Roundabout
107697	Balligomingo Road Restoration	110971	Main Street Safety Improvements
107996	Abington Township Trail (TAP)	111005	Conshohocken Garage (I-76 ICM)

Table 10: Philadelphia County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – PHILADELPHIA COUNTY			
17407	Erie Ave o/ Conrail (Bridge)	69828	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)
17409	Coulter St/SEPTA *B2 (Bridge)	69909	Willits Road Bridge Over Wooden Bridge Run
17511	City Ave o/ SEPTA (Bridge)	69914	Fifth Street over Conrail (Bridge)
17697	Island Avenue Signal Upgrade	70231	Swanson Street Reconstruction
17782	I-95 & Aramingo Ave., Adams Ave. Connector	72597	Benjamin Franklin Bridge Safety Improvements
17816	Chestnut Street Bridges, Ramps, (8) at 30th Street	74828	American Cities/Safe Routes to School - Phase 3
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	75804	University Av/CSX Rail (Bridge)
46959	I-95 Design Review Manager	78757	JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)
57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	78764	W Girard Ave O/CSX (Bridge)
57902	City Wide 3R Betterments	79686	I-95, Columbia Avenue to Ann Street (GR1)
62694	Passyunk Avenue Drawbridge Over the Schuylkill River	79830	North Delaware Riverfront Greenway Project, Sec 1 (TAP)

Table 10: Philadelphia County TIP Project List (continued)

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – PHILADELPHIA COUNTY			
79832	North Delaware Riverfront Greenway project, Sec 3	106993	Frankford Ave Signal Improvements
79911	I-95: Allegheny Ave Interchange Advance Contract (AFI)	106994	Rising Sun Ave Signal Improvements
80104	Henry Ave Corridor Safety Improvements, Phase 1	106995	Castor Ave Signal Improvements
81292	Frankford Av/Frankford Ck (Bridge)	107181	Cheltenham-Greene Plaza Reconstruction (TAP)
83736	Roosevelt Blvd over Wayne Junction (WAV)	107182	City of Philadelphia SRTS (Non-infrastructure) (TAP)
87107	School District of Philadelphia Improvement (SRTSF) - Round 1	107183	Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)
88085	Byberry Road Bridge Replacement	107197	Manayunk Bridge Trail Site Amenities (TAP)
91490	Expressway Service Patrol - Philadelphia	107198	Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP)
92554	Ridge Ave Over Amtrak (Bridge)	107698	I-76 Bridge Repair Section SRE
92809	Roosevelt Blvd Exit (Bridge)	107709	I-95 Bridge Repairs (95/MB4)
96223	Philadelphia Signal Retiming	107999	S. 53rd St. & Baltimore Ave. Safety Improvements (TAP)
98229	59th Street over AMTRAK	108009	Demand-Driven Indego Expansion
98230	Tabor Road over Tacony Creek	108090	Citywide Resurfacing 106
102134	Henry Ave Corridor Safety Improvements, Phase 2	108092	Citywide Resurfacing 107
103218	Ashton Road Grade Crossing	108095	Citywide Resurfacing 108
103219	Blue Grass Road Grade Crossing	108097	Citywide Resurfacing 109
103563	I-95: Bridge Street Ramps (Section BS5)	108098	Citywide ADA Ramps 2
105290	Ben Franklin Bridge Eastbound Operational Improvements	108099	Falls Road Bridge
105488	Citywide Resurfacing 105	108129	MLK Drive over Schuylkill River (Bridge)
106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	110314	30th Street Viaduct over 30th Street Lower (Bridge)
106708	I-95 Planning Assistance	110415	Schuylkill Banks Christian to Crescent (TIGER)
106991	5th Street Signal Improvements	110958	Castor Avenue Roundabout
106992	2nd Street Signal Improvements		

Table 11: Various Counties TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – VARIOUS COUNTIES			
17876	Road/Resurfacing/Rehabilitation	97311	Transportation Community Development Initiative (TCDI) Administration
17891	RideECO Mass Marketing Efforts	102105	Municipal Bridge Line Item
17928	Air Quality Partnership	102106	Structurally Deficient Bridge Line Item
48199	Transportation Management Associations (TMA)	102107	Bridge On Demand Line Item
48201	DVRPC Competitive CMAQ Program	102275	Study Line Item
48202	Regional GIS Support - DVRPC	102318	Bridge Group M
48203	Aerial Photography	102319	District Wide Bridge Rehab Group O
57927	Regional Safety Initiatives (HSIP)	102320	District Wide Bridge Rehab Group P
63406	Retrofit for Bike Lanes and Shoulders	102665	Signal Upgrade Line Item
64652	Transportation Community Development Initiative (TCDI)	104639	Travel Monitoring
64984	Transportation Alternatives Program (TAP) Line Item	105291	The Circuit Line Item
65109	Transit Flex - SEPTA	106648	Sink Holes Line Item
66460	TAP Project Engineering and Management - DVRPC	106649	Stormwater Permits/Environmental Mitigation
66461	CMAQ Project Engineering and Management - DVRPC	106651	Sign Structure Repair
72738	Transportation Systems Management and Operations (TSMO)	106654	I-95 Transportation Demand Mgt (TMA)
75854	District Program Management Services "A"	106990	District Roundabout Program
75855	District Program Management Services "B"	107544	Bridge Group N
79927	Highway Reserve Line Item-STP	108554	Local Asset Data Collection - Southeast PA
79929	Bridge Reserve Line Item	109599	Bridge Group U
79980	STU Reserve Line Item	109847	ROW Divestment 6-0
82216	NHPP Reserve Line Item	109848	LED Lighting Conversion 6-0
83743	ADA Ramps Line Item	110127	District 6 Modeling Assistance
84318	CAQ Reserve Line Item	110429	Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR)
84457	Signal Retiming Program	110460	Commuter Services
86077	Enhance and Maintain Travel Forecasting Tools - DVRPC	110469	Wrong Way Entry Design Build
92182	Expressway Service Patrol - Suburban Counties (2022-2026)	110660*	Bridge Group V
95447	County Bridge Line Item		

Table 12: Transit TIP Program List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY - SEPTA		POTTSTOWN AREA RAPID TRANSIT	
15407	Villanova Intermodal Station	59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)
59966	Capital Asset Lease Program	95739	Transportation Capital Improvements
59973	Utility Fleet Renewal Program - Non Revenue Vehicles		
60275	Debt Service		
60317	Federal Preventive Maintenance		
60335	City Hall / 15th Street Stations		
60540	Parking Improvements		
60574	Paoli Transportation Center		
60582	Vehicle Overhaul Program		
60599	Paratransit Vehicle Purchase		
60611	SEPTA Key (Fare Collection System/New Payment Technologies)		
60636	Elwyn to Wawa Rail Restoration		
60638	Regional Rail Car, Locomotive, and Trolley Acquisition		
60651	Substations and Power Improvements		
60655	Levittown Station		
73214	Ardmore Transportation Center		
77183	Transit and Regional Rail Station Program		
90497	Infrastructure Safety and Renewal Program		
90512	SEPTA Bus Purchase Program		
93588	Exton Station		
95402	Bridge Program		
102565	Track Improvement Program		
102567	Roof Program		
102569	Maintenance & Transportation Facilities		
102571	Communications, Signals, & Technology Improvements		
107011	Safety and Security Improvements		
			PENNDOT
		93586	Downingtown Train Station Rehabilitation

Table 13: Interstate Management Program List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
INTERSTATE MANAGEMENT PROGRAM - DELAWARE COUNTY			
15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)		
104821	I-476 Travel Management		
INTERSTATE MANAGEMENT PROGRAM – MONTGOMERY COUNTY			
106662	I-76 Integrated Corridor Management		
INTERSTATE MANAGEMENT PROGRAM – PHILADELPHIA COUNTY			
47811	Bridge Street Design (Section BSR)(IMP)	80014	I-95, Utility Relocation & Surface Sts (CP3)
47812	I-95: Betsy Ross Interchange (BRI) - Design(IMP)	92289	I-95 Consultant Mgmt
47813	I-95: Ann Street to W heatsheaf Lane (AFC)	98207	I-95 Congestion Management
79685	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)	103553	I-95: Race-Shackamaxon 2 (GR6)
79826	I-95 Northbound: Columbia-Ann St N (GR3)	103554	I-95 Corridor ITS/ATMS (GR7)
79827	I-95 Southbound: Columbia-Ann St N (GR4)	103555	I-95 Corridor ITS (GR8)
79828	I-95: Race - Shackamaxon (GR5)	103556*	I-95 ATMS (GR9)
79903	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)	103557	I-95N Ann St-W heatsheaf Lane (AF3)
79904	I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)	103558	I-95SB: Ann St -W heatsheaf Lane (AF4)
79905	I-95: Betsy Ross Mainline (BR3)	103559	I-95 Betsy Rss Mainln SB (BR4)
79908	I-95: Kennedy to Levick (Section BS1) (IMP)	103560	I-95 Besty Ross Conrail Brdgs (BR5)
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	103561	I95 Betsy Ross Int. Drainage (BR6)
79912	I-95: Allegheny Ave Inter (AF2)	103562	I-95 B.Ross Rmps/Adms Ave Cnn (BS4)

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CHAPTER 5:

LEARN MORE AND SHARE YOUR IDEAS!

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process.

THE PUBLIC COMMENT PERIOD FOR THE DRAFT DVRPC FY2019 TIP FOR PENNSYLVANIA IS OPEN AS OF MAY 1, 2018 AND WILL CLOSE ON JUNE 3, 2018 AT 5:00 P.M. (EST).

COMMENTS SHOULD BE SUBMITTED ONLINE VIA THE TIP COMMENT/SEARCH/MAP APPLICATION AT www.dvrpc.org/TIP/Draft/

In addition, the public can submit comments via e-mail to tip@dvrpc.org during the public comment period, or forward their comment in writing by U.S. mail: TIP Comments, c/o DVRPC Office of Communications and Engagement, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106; or fax to “TIP Comments” at (215) 592-9125.

Submitted comments will be included as part of the official public record and final TIP document.

In addition, one (1) public meeting will be held for you to present comments on:

THURSDAY, MAY 24, 2018
4:00 PM–6:00 PM
DVRPC CONFERENCE ROOM
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106
📡 WEB CONFERENCING IS AVAILABLE.

Web conferencing is available for the public meeting at DVRPC. Those interested in using this option to join the meeting are asked to register by May 23, 2018, by contacting 215-592-1800 or public_affairs@dvrpc.org.

Copies of the Draft DVRPC FY2019 TIP for Pennsylvania are available for review on the DVRPC website at www.dvrpc.org/TIP/Draft/, in print at the DVRPC Resource Center, and at a number of regional public libraries (see Table 1 on page 3). The document will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for this document must be received no later than 5:00 PM (local time) on June 3, 2018. Comments received via mail must be postmarked by June 2, 2018. Responses will not be provided unless comments are submitted in writing during the public comment period.

Publication Title:

Highlights of the Draft FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-22)

Publication Number:

19001C

Date Published:

May 2018

Geographic Area Covered:

Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words:

Air Quality, Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Highway Safety Improvement Program, Highways, HSIP, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PBPP, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Performance-Based Planning and Programming, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safety, Safety Performance Measures, Safe Routes to School, SAFETEA-LU, SEPTA, STP, STBGP, Surface Transportation Block Grant Program, Surface Transportation Program, TA, TEA-21, TIP, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

Abstract:

The Highlights for the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC's Pennsylvania region which will seek federal funding in fiscal years (FY) 2019 to 2022. The Highlights document includes a financial summary of costs by county and by operator, as well as a section on how, when, and where to comment on the Draft DVRPC FY2019 TIP for Pennsylvania.

Photo Credits:

Cover-Top Left: Pennsylvania Department of Transportation
Cover-Top and Bottom Right: SEPTA

Contact:

Richard Murphy, Jr.
Senior Capital Programs Coordinator | rmurphy@dvrpc.org |
215-238.2946



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web: www.dvrpc.org

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www.dvrpc.org/TIP

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DVRPC'S TIP OR VISIT WWW.DVRPC.ORG/TIP.

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Tribal Consultation

Correspondence announcing the draft PA TIP (below) was sent to the following:

- Cherokee Nation of New Jersey
- Delaware Nation
- Delaware Tribe
- Delaware Tribe Historic Preservation Representatives
- Eastern Shawnee Tribe of Oklahoma
- Nanticoke Lenni-Lenape Indians of New Jersey
- Oneida Nation of Wisconsin
- Onondaga Nation
- Ramapough Lenape Indian Nation
- Sand Hill Band of Indians
- Sand Hill Indian Historical Association
- Shawnee Tribe of Oklahoma
- Stockbridge-Munsee Band of the Mohican Nation of Wisconsin

April 26, 2018

Re: DVRPC Announces for Public Review Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania

Dear Stakeholder:

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the *Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22)*. The TIP represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP requires a 30+ day public comment period. The public comment period will run from May 1, 2018 to 5:00 PM on June 3, 2018.

Please post the enclosed public notice and make the document available to any interested parties. The online version is available for review at <https://www.dvrpc.org/TIP/Draft>.

Public comments must be submitted in writing and can be:

- Submitted electronically through a web application available at <https://www.dvrpc.org/TIP/Draft>,
- Emailed to TIP@dvrpc.org,
- Faxed to 215-592-9125, or
- Mailed to:
PA TIP Comments
c/o DVRPC Office of Communications & Engagement
ACP Building, 8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106-1520

If you have questions about DVRPC, the draft document, or the public comment period, please contact me at (215) 238-2929. Thank you for your time and assistance.

Sincerely,

Alison Hastings, AICP/PP
Manager, Office of Communications & Engagement

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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW: DRAFT DVRPC FY2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
PENNSYLVANIA**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22) will be available for public comment from May 1, 2018, until June 3, 2018 at 5:00 PM local time.

The Transportation Improvement Program (TIP) represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting/information session on the Draft DVRPC FY2019 TIP for PA.

**Thursday, May 24, 2018
4:00 PM to 6:00 PM
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106**

Web conferencing is available for the May 24th meeting. Please register by Wed. May 23rd by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

An electronic version of DVRPC's Draft PA TIP is available at www.dvrpc.org/TIP/Draft. Hardcopies are available in the DVRPC Resource Center and in a number of regional libraries. The document will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

Written comments and questions must be submitted in one of four ways listed below:

Electronically through a web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail:

PA TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
Or by Fax: 215-592-9125.

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Comments for this document must be received no later than 5:00 PM (local time) on June 3, 2018. Comments received via mail must be postmarked by June 2, 2018. Responses will not be provided unless comments are submitted in writing during the public comment period.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities, and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org

AFFIDAVIT OF PUBLICATION

Publisher's Fee \$73.92 Affidavit \$30.00

**State of New Jersey } SS.
Camden County**

Personally appeared *Sandy Karamel*

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05/01/18 **A.D 2018**

Mary Jo Szwak
Notary Public of New Jersey

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THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW: DRAFT DVRPC FY2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR PENNSYLVANIA

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Written comments and questions must be submitted in one of four ways listed below:

Electronically through a web application available at www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

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PA TIP Comments
c/o DVRPC Office of Communications and Engagement
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Philadelphia, PA 19106

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(573.92)

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

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Helene Sweeney being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at 8th and Market Street, Philadelphia, 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 1, 2018

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

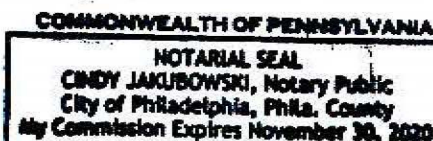


Sworn to and subscribed before me this 1st day of
May, 2018.



Cindy Jakubowski
Notary Public

My Commission Expires:



Copy of Notice of Publication

THE DELAWARE VALLEY REGIONAL
PLANNING COMMISSION ANNOUNCES
FOR PUBLIC REVIEW:
DRAFT DVRPC FY2019 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22) will be available for public comment from May 1, 2018, until June 3, 2018 at 5:00 PM local time.

The Transportation Improvement Program (TIP) represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting / information session on the Draft DVRPC FY2019 TIP for PA.

Thursday, May 24, 2018

4:00 PM to 6:00 PM

DVRPC Conference Room

190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Web conferencing is available for the May 24th meeting. Please register by Wed. May 23rd by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

An electronic version of DVRPC's Draft PA TIP is available at www.dvrpc.org/TIP/Draft. Hardcopies are available in the DVRPC Resource Center and in a number of regional libraries. The document will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

Written comments and questions must be submitted in one of four ways listed below:

Electronically through a web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail:
PA TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for this document must be received no later than 5:00 PM (local time) on June 3, 2018. Comments received via mail must be postmarked by June 2, 2018. Responses will not be provided unless comments are submitted in writing during the public comment period.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities, and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

STATE OF PENNSYLVANIA
 COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 1, 2 AD 2018

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

COPY OF NOTICE OF PUBLICATION

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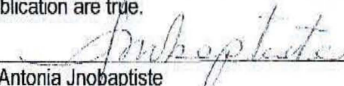
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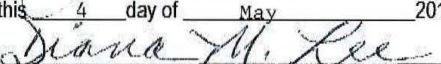
Or by Fax: 215-592-9125.

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 Antonia Jnobaptiste

Sworn to and subscribed before me
 this 4 day of May 2018


COMMONWEALTH OF PENNSYLVANIA
 NOTARIAL SEAL
 DIANA M. LEE, Notary Public
 City of Philadelphia, Phila. County
 My Commission Expires July 14, 2019

STATEMENT OF ADVERTISING COSTS

DVRPC
 190 N. Independence Mall West
 8th Floor
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TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

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 The Philadelphia Tribune Co., Inc.

we hereby acknowledge receipt of the aforesaid advertising and advertising costs, and paid.

The Philadelphia Tribune Co.,
 Fax: 215 735-3612

Publication Title:

**DVRPC FY2019 Transportation Improvement Program (TIP)
for Pennsylvania (FY19–22) Addendum**

Publication Number:

19001B

Date Published:

September 2018

Geographic Area Covered:

Southeastern Pennsylvania
(Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words:

Air Quality, Bike and Pedestrian, Bridges, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, Indicators of Potential Disadvantage, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, STP, STBGP, Surface Transportation Block Grant Program, Surface Transportation Program, TA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

Abstract:

This volume contains the following appendices: (E) PennDOT's Procedural Guidance; (F) SEPTA's and PART's Financial Capacity Analysis; (G) Executive Summary of the Documentation of the Conformity Finding; and (H) Summary of Public Involvement Process, Index of Comments, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Draft Highlights of the FY2019 Draft TIP for Pennsylvania, Public Notice, and Proof of Publication.

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