

Agenda

Tuesday, July 9, 2024 | 10 am

Hybrid Meeting

https://dvrpc.zoom.us/webinar/register/WN_bf1Kr7r2QKKxRo3uKJP3tA

Call to Order – Chair’s Comments

DVRPC Director’s Report

Public Comments on Agenda and Non-Agenda Items

ACTION ITEMS

1. **Highlights of the June 11, 2024 RTC Meeting**
2. **DVRPC Transportation Improvement Program (TIP) Actions**

Ethan Fogg, DVRPC Capital Programs Coordinator, will present. The following projects require formal TIP modifications or amendments this month for the FY2023 TIP for Pennsylvania and/or FY2024 TIP for New Jersey. Attached is the Action statement (“Pink Sheet”) for the project followed by the TIP “Before/After” description page and supporting documentation, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package. Please note that there are also PennDOT, NJDOT, SEPTA, DVRPC local administrative and/or informational actions included for your information at the end of the packet in the “fiscal constraint charts” section.

- a. NJ24-046: SJ BRT/Avandale Park Ride (DB #T630), NJ TRANSIT – Add Project Back into the TIP
- b. NJ24-047: CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201), Burlington County – Add New LCD Graduate Project into the TIP
- c. PA23-123: Creek Road over Pickering Creek (Bridge) (MPMS #98223), Chester County – Federalize Project

- d. PA23-124: Spring City Road over Stony Run (Bridge) (MPMS #98224), Chester County – Federalize Project
- e. PA23-125: Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing (MPMS #102273), Montgomery County – Increase CON Phase
- f. PA23-126: Communication, Signals, & Technology Improvements (MPMS #102571), SEPTA – Add New Project to Program
- g. PA23-127: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to Program
- h. PA23-128: Transportation Capital Improvements Program (MPMS #95739), PART – Add New Project to Program

3. Adoption of the Conformity Determination of the Amendments to the *Connections 2050* Long-Range Plan and Draft FY2025 TIP for Pennsylvania

Sean Greene, DVRPC Manager of the Office of Freight and Clean Transportation, will present. DVRPC is demonstrating conformity for amendments to the *Connections 2050* Long-Range Plan (Plan) and the Draft FY 2025 Transportation Improvement Program (TIP) for Pennsylvania. This demonstration is necessitated by amendments of regionally significant projects to the *Connections 2050* Plan in Pennsylvania and a new FY 2025 TIP for Pennsylvania.

4. Adoption of Amendment 3 to the *Connections 2050* Plan for Greater Philadelphia

Amani Bey, DVRPC Planner, will present. DVRPC has drafted a new amendment to the *Connections 2050* Plan for Greater Philadelphia, necessitated by new TIP projects, as well as major changes to the scope, funding, status, and/or timing of 26 existing Major Regional Projects. This Amendment ensures the Plan remains aligned with the regional TIPs and state programs for Pennsylvania and New Jersey, otherwise maintaining the funding status of projects in the DVRPC Board-adopted Plan.

5. Adoption of the Draft DVRPC FY2025 Pennsylvania Transportation Improvement Program and List of Recommended Changes (FY25-FY28)

Rick Murphy, DVRPC Manager of the Office of TIP Development and Maintenance, will present. A Transportation Improvement Program (TIP) is required by federal law and planning regulations for the metropolitan region to be eligible to receive and spend federal transportation funds. The MPO develops the TIP in cooperation with member governments, the state Department of Transportation, and transit operators, and must provide an opportunity for public input and comment. A minimum 30-day public comment period must be conducted prior to a formal action to adopt the TIP. For the Draft DVRPC FY2025 TIP for Pennsylvania, staff will present a program overview, comments received during the public comment period, agency responses to date to the public comments, a proposed list of recommended changes to the draft program and will ask the RTC to recommend Board adoption of the Draft DVRPC FY2025 TIP for Pennsylvania with the recommended changes, the MOU for amending and modifying TIP, as well as the accompanying resolution. The Draft TIP document is available online at www.dvrpc.org/TIP/Draft and in hardcopy at various public libraries and the DVRPC office.

6. Annual Self Certification of the Regional Transportation Planning Process

Michael Boyer, DVRPC Director of Regional Planning, will present. Federal regulations require that Metropolitan Planning Organizations self-certify that the regional transportation planning process is carried out in conformance with applicable federal regulations.

7. DVRPC FY 2025 Work Program Amendment: NJDOT Unobligated PL Funds - Amendments to Existing Projects

Greg Krykewycz, DVRPC Director of Transportation Planning, will present. In Spring 2024, NJDOT engaged each of the New Jersey MPOs (DVRPC, NJTPA, SJTPO) in conversations about ways to obligate previously unallocated FHWA and FTA Metropolitan Planning (PL) funds. Following a series of iterative conversations among the three New Jersey MPOs and with NJDOT, DVRPC will receive \$1,190,416 for our region, and also administer \$700,000 in funds approved for SJTPO's region, which we propose to allocate among three new projects (\$1,240,416), and four existing projects and programs (\$650,000). This action covers amendments to the existing projects.

8. DVRPC FY 2025 Work Program Amendment: NJDOT Unobligated PL Funds - New Projects

Greg Krykewycz, DVRPC Director of Transportation Planning, will present. In Spring 2024, NJDOT engaged each of the New Jersey MPOs (DVRPC, NJTPA, SJTPO) in conversations about ways to obligate previously unallocated FHWA and FTA Metropolitan Planning (PL) funds. Following a series of iterative conversations among the three New Jersey MPOs and with NJDOT, DVRPC will receive \$1,190,416 for our region, and also administer \$700,000 in funds approved for SJTPO's region, which we propose to allocate among three new projects (\$1,240,416), and four existing projects and programs (\$650,000). This action pertains to the new Work Program projects.

9. DVRPC FY 2025 Work Program Amendment: Technical Assistance Funding to Support the PA Transportation Alternatives Set-Aside Program

Joe Natale, DVRPC Senior Project Implementation Engineer, will present. This work program amendment will maintain funding from the PA statewide TASA program for technical assistance to build a strong, viable pipeline of TASA-eligible projects, including accelerating the completion of the Circuit and effectively managing projects post-award.

10. DVRPC FY 2025 Work Program Amendment: Bellwether District Transit & Traffic Forecasts

Keith Hartington, DVRPC Manager of the Office of Transportation Studies, will present. Hilco Redevelopment Partners is in the process of creating the Bellwether District project, which is a redevelopment of the former Philadelphia Energy Solutions Refinery site. DVRPC has been asked to provide transit and traffic forecasts to evaluate and improve the multimodal accessibility of the site.

11. Transportation Performance Management: Transit Assets and Transit Safety Targets

Greg Diebold, DVRPC Planning Analyst, will present. As part of the Transportation Performance Management process mandated by federal legislation, DVRPC must either develop regional transit asset management and transit safety performance measure targets or agree to support the targets adopted by the transit operators. Staff will present the 2024 transit agencies' targets and provide an update on progress toward meeting the 2023 targets.

12. DVRPC Regional Trails Program – 2024 Grant Awards

Emily Goldstein, DVRPC Environmental Planner, will present 12 recommended Regional Trails Program awards. Regional Trails Program funding is available for planning, design, and construction of multi-use trails and adjoining pedestrian and bicycle infrastructure, including trailheads, gateways, and neighborhood connections. The Regional Trails Program is supported by the William Penn Foundation.

DISCUSSION ITEMS

13. One Minute Reports

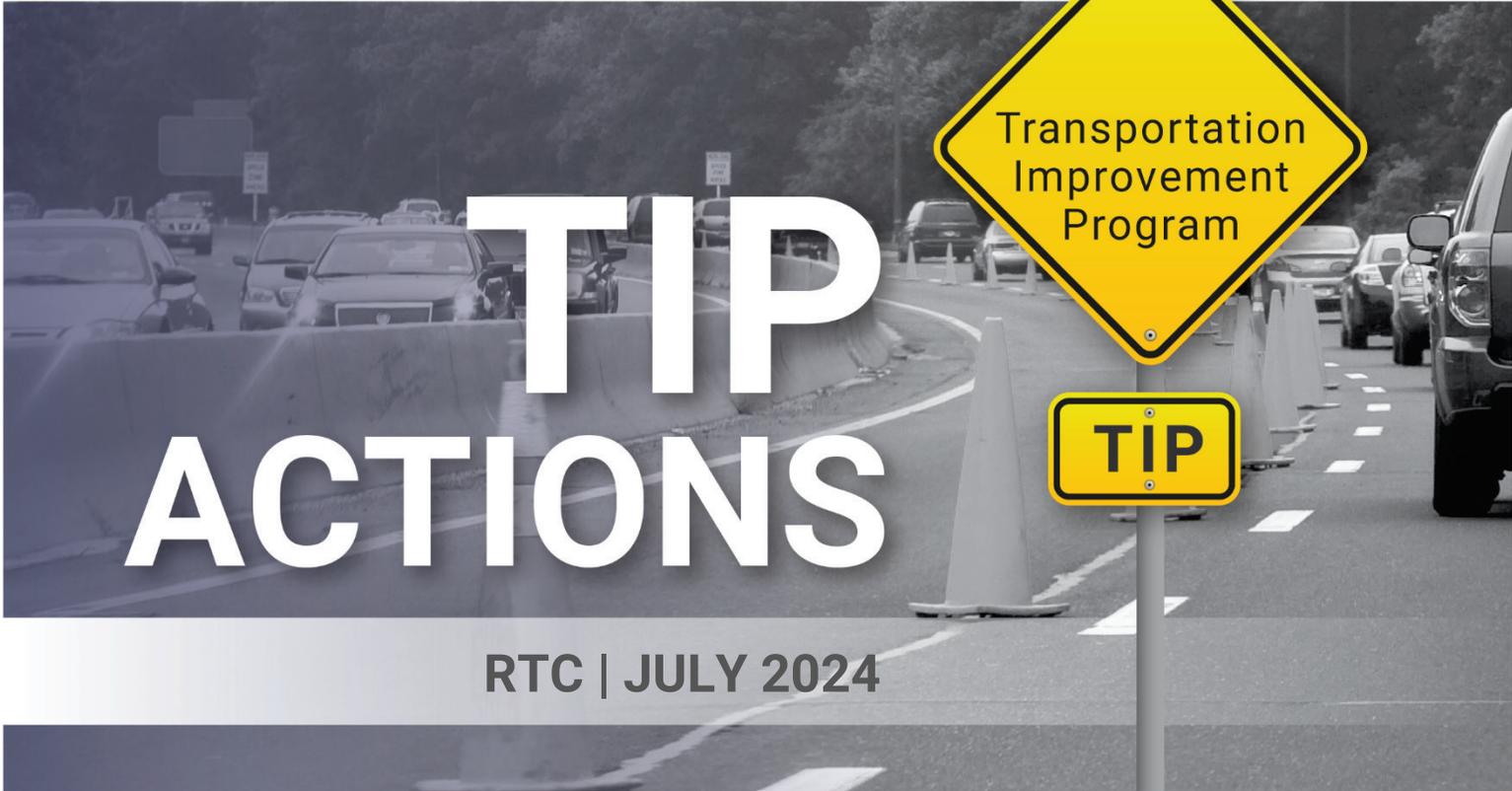
RTC members and guests will be invited to provide updates on the activities of their agencies.

Old Business and New Business

14. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, September 10, 2024, planned as a hybrid meeting.

The Delaware Valley Regional Planning Commission (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 meeting. Requests made within seven days 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 call (215) 592-1800 or email public_affairs@dvrpc.org.



TIP ACTIONS

RTC | JULY 2024

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Philadelphia, PA 19106-1520
215.592.1800
www.dvrpc.org/TIP

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TIP Actions for July 2024

The following projects require formal TIP modifications or amendments this month for the FY2023 TIP for Pennsylvania and/or FY2024 TIP for New Jersey. Attached is the Action statement (“Pink Sheet”) for the project followed by the TIP “Before/After” description page and supporting documentation, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package.

- a) NJ24-046: SJ BRT/Avandale Park Ride (DB #T630), NJ TRANSIT – Add Project Back into the TIP
- b) NJ24-047: CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201), Burlington County – Add New LCD Graduate Project into the TIP
- c) PA23-123: Creek Road over Pickering Creek (Bridge) (MPMS #98223), Chester County – Federalize Project
- d) PA23-124: Spring City Road over Stony Run (Bridge) (MPMS #98224), Chester County – Federalize Project
- e) PA23-125: Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing (MPMS #102273), Montgomery County – Increase CON Phase
- f) PA23-126: Communication, Signals, & Technology Improvements (MPMS #102571), SEPTA – Add New Project to Program
- g) PA23-127: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to Program
- h) PA23-128: Transportation Capital Improvements Program (MPMS #95739), PART – Add New Project to Program

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, NJDOT, SEPTA, DVRPC LOCAL ADMINISTRATIVE AND/OR INFORMATIONAL ACTIONS INCLUDED FOR YOUR INFORMATION AT THE END OF THE PACKET IN THE “FISCAL CONSTRAINT CHARTS” SECTION.

ACTION ITEM

Date Prepared: June 25, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING

JULY 9, 2024

Agenda Item:

2a. NJ24-046: SJ BRT/Avandale Park & Ride (DB #T630), NJ TRANSIT – Add Project Back into the TIP

Background/Analysis/Issues:

NJ TRANSIT has requested that DVRPC amend the FY2024 TIP for New Jersey by adding a previous TIP project, the SJ BRT/Avandale Park & Ride (DB #T630), back into the TIP with prior year FY23 unobligated funds in the amount of \$2 M SECT 5339/5307 for the Engineering/Right-of-Way/Construction (ERC) Phase in FY24.

This project has been completed. However, prior year FY23 unobligated funds must be shown on the TIP in the current fiscal year (FY24) as part of NJ TRANSIT's FY24 grant submission to the FTA in order for NJ TRANSIT to be reimbursed for the work completed.

The project included resurfacing the lot, expanding parking capacity, a new bus canopy shelter, dynamic signage, lighting, and upgraded security cameras. This initial work addressed many of the needs for South Jersey Bus Rapid Transit (SJBRT) at Avandale Park and Ride, while NEPA work for the SJBRT is underway.

The full SJBRT line will commence at the Avandale Park and Ride lot and travel on the Atlantic City Expressway, Route 42, I-76, and I-676 to Camden and Philadelphia cities. A branch of the service will also serve a new Park and Ride lot at Delsea Drive in Gloucester County by traveling along Route 55 prior to linking the other branch of service at the merge of Routes 55 and 42.

Financial Constraint:

Financial constraint will be maintained by using the remaining unobligated balance from FY23.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment since this project was included in the regional air quality conformity analysis

Cost and Source of Funds:

Prior FY23 unobligated \$2 M SECT 5339/5307

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make recommendations at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-046, NJ TRANSIT's request that DVRPC amend the FY2024 TIP for New Jersey by adding a previous TIP project, the SJ BRT/Avandale Park & Ride (DB #T630), back into the TIP with prior year FY23 unobligated funds in the amount of \$2 M SECT 5339/5307 for the ERC phase in FY24.

Staff Contact:

Ethan Fogg

Attachments:

1. NJ TRANSIT FY24-33 NJDOT FCC #14
2. Project Location Map

DVRPC FY2024 TIP for New Jersey

Action: NJ24-046

Highway/Transit/Statewide Program

Various

DB# T630 SJ BRT/Avandale Park Ride

A/Q Code 2025M

This project has been completed. However, prior year FY23 unobligated funds must be shown in FY24 of the TIP as part of NJ TRANSIT's FY24 grant submission to the FTA in order for NJ TRANSIT to be reimbursed for the work completed.

Improvements include the addition of 150 new parking spaces to the existing 322 spaces at the Avandale Park and Ride, transit signal priority equipment at key intersections, offboard fare collection systems (e.g., ticket vending machines), dynamic signage at major terminals such as the Avandale Park and Ride and Walter Rand Transportation Center, and the design of enhanced BRT stops that will brand and standardize BRT shelters. This initial project activity will support the long term advancement of the SJBRT system.

When fully completed, the SJ BRT system is expected to serve Gloucester and Camden county residents travelling between Downtown Camden and Center City Philadelphia and the Avandale Park and Ride in Winslow Township, Camden County. The total cost of the SJ BRT is approximately \$46 million. The full SJ BRT line will commence at the Avandale Park and Ride lot and travel on the Atlantic City Expressway, Route 42, I-76, and I-676 to Camden and Philadelphia cities. A branch of the service will also serve a new Park and Ride lot at Delsea Drive in Gloucester County by travelling along Route 55 prior to linking the other branch of service at the merge of Routes 55 and 42.

Funding is also provided for the implementation of the Bus Rapid Transit serving Camden County, NJ including an expanded park/ride, traffic signal priority at select intersections to improve bus vehicle travel speeds, fare collection, and dynamic signage

Prog Mgr: Winslow Township

Summary of Action:

Action to amend the TIP for New Jersey by adding a previous TIP project, the SJ BRT/Avandale Park & Ride (DB #T630), back into the TIP with prior year FY23 unobligated funds in the amount of \$2 M SECT 5339/5307 for FY24 ERC from \$0.000M to \$2.000M.

Mapped: Y

Unobligated Prior Year Funding Before					Unobligated Prior Year Funding After				
Year	Fund	Cost	Action	Mod	Year	Fund	Cost	Action	Mod
2023	SECT 5339/5307	\$2.000	NJ24-046	0	2023	SECT 5339/5307	\$0.000	NJ24-046	1
		\$2.000					\$2.000		

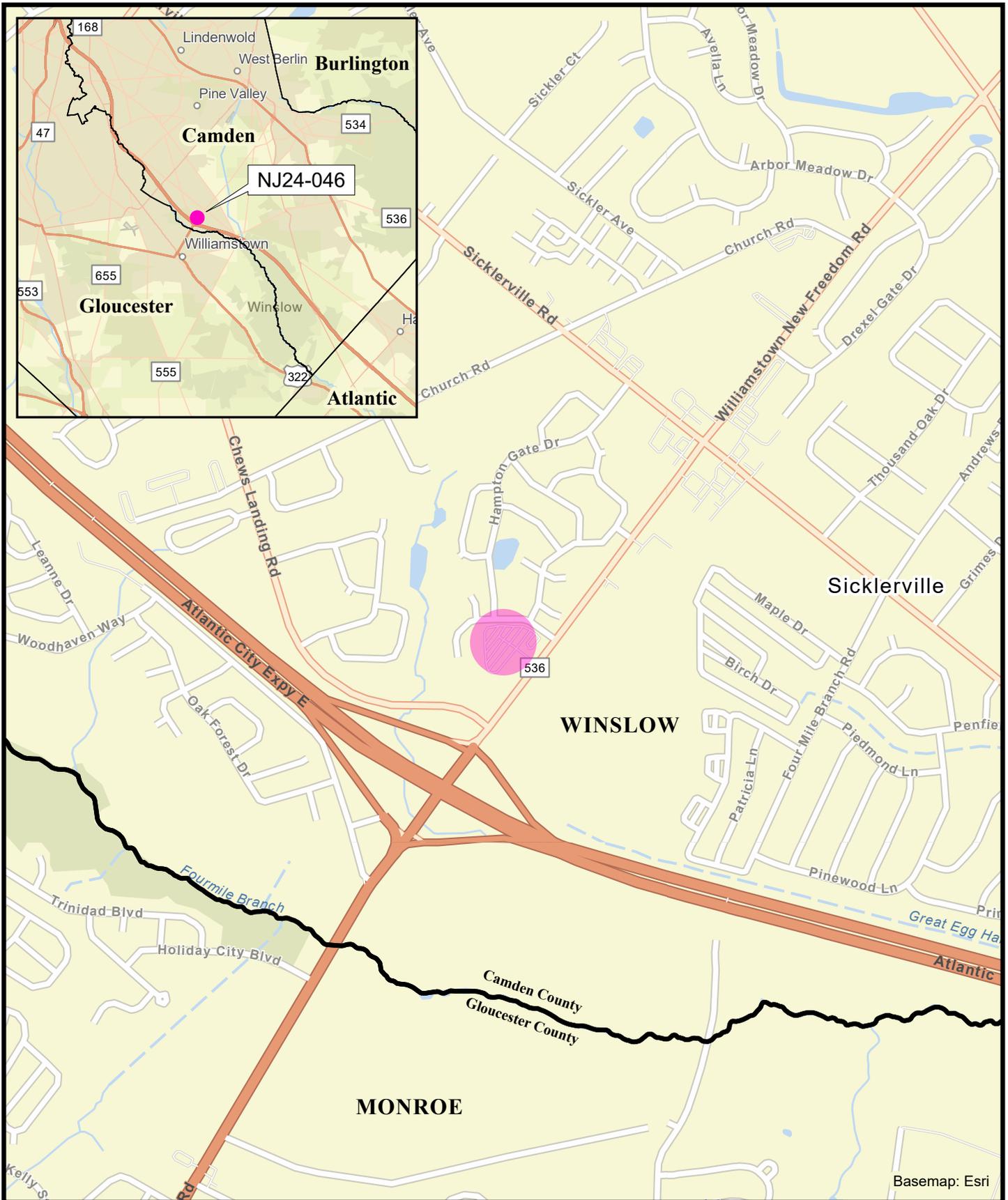
The proposed action will add a new project to the TIP.

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	SECT 5339/5307	2.000									
	Fiscal Year Total	2.000									
		Total FY2022 - 2025			2.000	Total FY2026 - 2031					



NJ24-046: SJ BRT/Avandale Park & Ride



ACTION ITEM

Date Prepared: June 25, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING

JULY 9, 2024

Agenda Item:

2b. NJ24-047: CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201), Burlington County – Add New LCD Graduate Project to the TIP

Background/Analysis/Issues:

Burlington County has requested that DVRPC amend the FY2024 TIP for New Jersey by adding a new Local Concept Development (LCD) graduate project, CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201) into the TIP for Preliminary Engineering (PE), Final Design (FD) and Construction (CON) in the amount of \$5.87 M STBGP-PHILA funding.

This project will enhance the safety of the stop-controlled intersection of Tom Brown Road (CR 614) and New Albany Road, as well as improving the overall safety and integrated operation of this intersection and the intersections of Tom Brown Road and Riverton Road, and New Albany Road and Riverton Road. The intersection of Tom Brown Road and New Albany Road was identified by DVRPC as a high crash location in the HSIP eligibility rankings.

The preferred alternative proposes roundabouts at the intersections of Tom Brown Road and New Albany Road, and Tom Brown Road and Riverton Road, and a cul-de-sac along New Albany Road in close proximity to Riverton Road. Tom Brown Road between New Albany Road and Riverton Road will be realigned to reduce the skew, and the speed limit will be reduced to 35 mph in this section. The preferred alternative improves operations, improves sight distance (realignment), and includes ADA compliant curb ramps and crosswalks. Connections to the shared use path and the sidewalk along Riverton Road are also included. Outside of the roundabout approaches, shoulders are provided that can accommodate bicyclists.

Financial Constraint:

Financial constraint will be maintained by making adjustments to other existing TIP

projects whose schedules or costs have changed. The attached fiscal constraint chart provided by DVRPC shows all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis

Cost and Source of Funds:

\$5.87 M STBGP-PHILA

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make recommendations at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-047, Burlington County's request that DVRPC amend the FY2024 TIP for New Jersey by adding a new Local Concept Development (LCD) graduate project, CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201) into the TIP for Preliminary Engineering (PE), Final Design (FD) and Construction (CON) in the amount of \$5.87 M STBGP-PHILA funding.

Staff Contact:

Ethan Fogg

Attachments:

1. DVRPC Local FCC #13
2. Project Location Map

DVRPC FY2024 TIP for New Jersey

Action: NJ24-047

Highway/Transit/Statewide Program

Burlington

DB# D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement

A/Q Code X1

The study will be conducted as part of DVRPC's Local Concept Development Program in order to explore ways to improve safety and efficiency of three intersections of CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road, in Moorestown Township that form a three-intersection triangle. Two intersections have a skewed alignment and substandard sight distance. The intersection of CR 614 (Tom Brown Road) and New Albany Road is a 4-way stop and has previously been identified by DVRPC as a high crash location in the Highway Safety Improvement Program (HSIP) eligibility rankings (2018). The LCD study shall focus on developing a concept for improving the safety and efficiency of the three intersections for motorists, bicyclists and pedestrians. The concept/location of modern roundabout(s) shall be included in the study.

Prog Mgr: Moorestown Township

Summary of Action:

Action to amend the TIP for New Jersey by adding a new LCD graduate project, CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201) into the TIP for PE, FD and CON in the amount of \$5.87 M STBGP-PHILA funding.

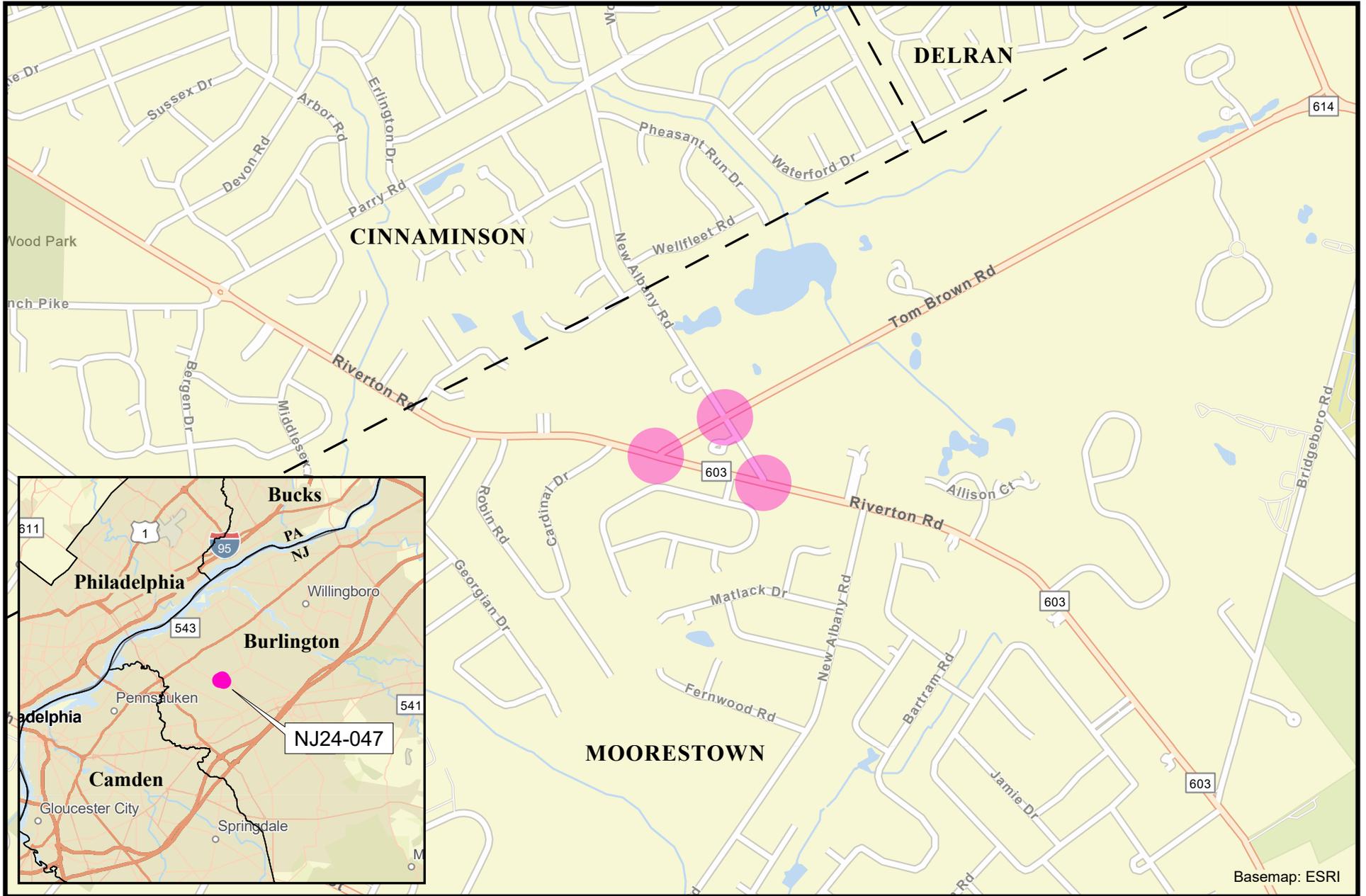
Mapped: Y

The proposed action will add a new project to the TIP.

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-PHILA		0.250								
FD	STBGP-PHILA				0.370						
CON	STBGP-PHILA						1.000	1.000	3.250		
Fiscal Year Total			0.250		0.370		1.000	1.000	3.250		
			Total FY2022 - 2025		0.620	Total FY2026 - 2031			5.250		

NJ24-047: CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement



ACTION ITEM

Date Prepared: June 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JULY 9, 2024

Agenda Item:

**2c. PA23-123: Creek Road over Pickering Creek (Bridge) (MPMS #98223),
Chester County – Federalize Project**

Background/Analysis/Issues:

Chester County has requested that DVRPC amend the FY2023 TIP for Pennsylvania by federalizing the project, Creek Road over Pickering Creek (MPMS #98223), replacing the \$3,100,000 of State 183/Local funds currently programmed in the County/City Bridge Reserve Line Item (MPMS #95447) with federal BOF funding.

This project involves the replacement or rehabilitation of Thompson Davis Bridge, carrying Creek Road (T542) over Pickering Creek in Schuylkill Township. This is a County owned bridge (#175) that is structurally deficient (sufficiency rating of 15.6), functionally obsolete, and posted at 15 tons. This 54-foot single span, steel I-beam bridge was built in 1879 and carries approximately 1,716 vehicles per day.

Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$3,100,000 BOF/Toll Credit; The overall funding of the project will not change.

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make recommendations at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-123, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by federalizing the Creek Road over Pickering Creek (MPMS #98223) project, replacing the \$3,100,000 of State 183/Local funds currently programmed in the County/City Bridge Reserve Line Item (MPMS #95447) with federal BOF funding.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #152
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-123

Chester

MPMS# 98223 *Creek Road over Pickering Creek (Bridge)*

AQ Code S19 **LIMITS:** Thompson Davis Bridge

Latitude: 40.109238 **MUNICIPALITIES** Schuylkill Township

Longitude: -75.528 Bridge Repair/Replacement

PROJ MANG: TSS/GANNETT/S. New

This project is a replacement of the county owned Thompson Davis Bridge (#175), carrying Creek Road (T542) over Pickering Creek in Schuylkill Township, Chester County. This bridge is listed in the 1986 Bridge Bill (Act 100, pg 360, ID MM). BMS# 15701505420175.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by federalizing the project, Creek Road over Pickering Creek (MPMS #98223), replacing the \$3,100,000 of State 183/Local funds currently programmed in the County/City Bridge Reserve Line Item (MPMS #95447) with federal BOF funding.

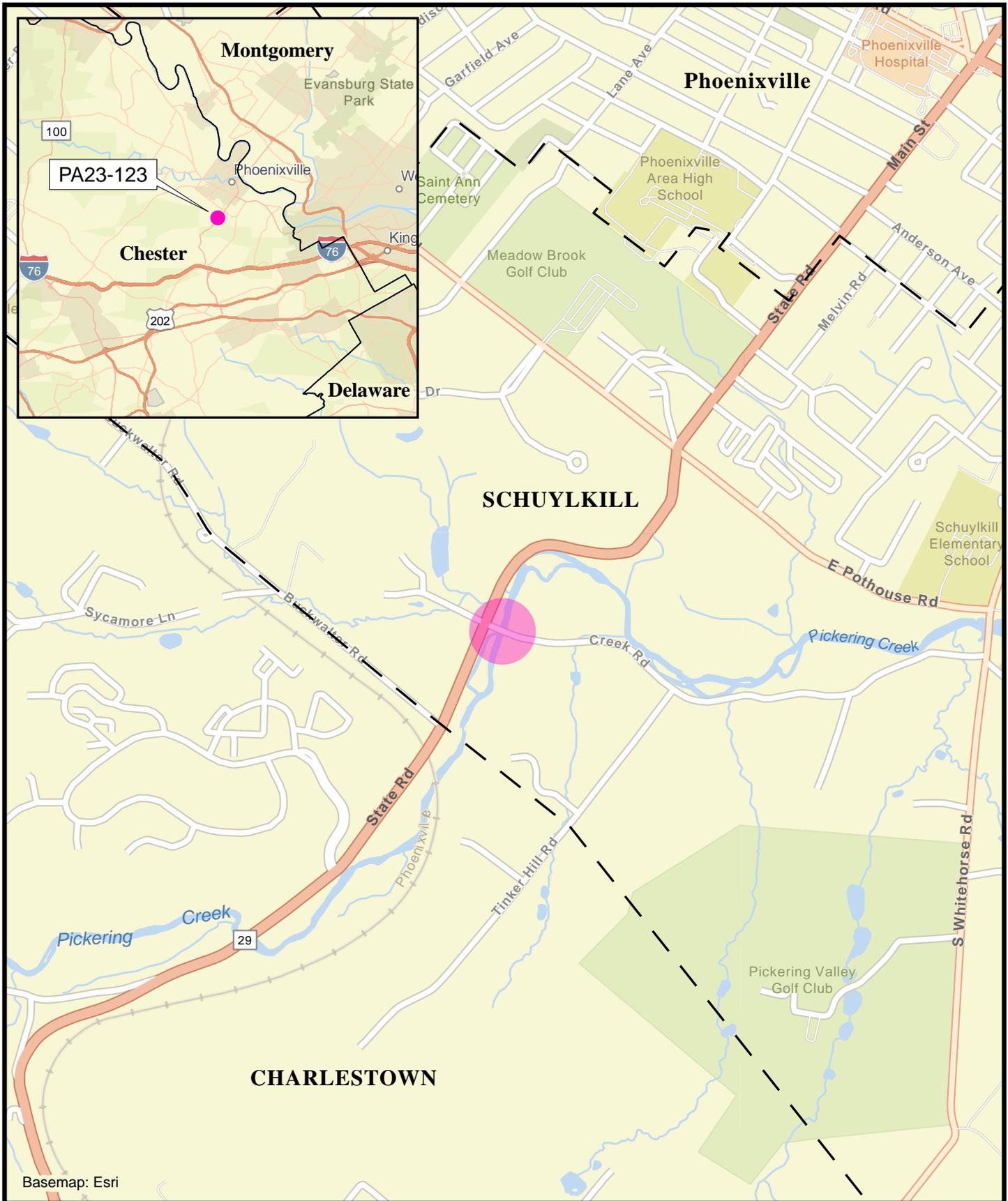
Before Proposed Action

TIP Program Years (\$ 000)																
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
FD	183		48													
FD	LOC		12													
ROW	183		16													
ROW	LOC		4													
CON	183															
		0	80	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026			80				Total FY2027-2030				0			
									Total FY2031-2034				0			

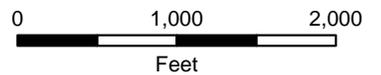
After Proposed Action

TIP Program Years (\$ 000)																
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
FD	183		48													
FD	LOC		12													
ROW	183		16													
ROW	LOC		4													
CON	183															
CON	BOF		3,100													
CON	TOLL															
		0	3,180	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026			3,180				Total FY2027-2030				0			
									Total FY2031-2034				0			

PA23-123: Creek Road over Pickering Creek (Bridge)



Basemap: Esri



ACTION ITEM

Date Prepared: June 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JULY 9, 2024

Agenda Item:

**2d. PA23-124: Spring City Road over Stony Run (Bridge) (MPMS #98224),
Chester County – Federalize Project**

Background/Analysis/Issues:

Chester County has requested that DVRPC amend the FY2023 TIP for Pennsylvania by federalizing the project, Spring City Road over Stony Run (MPMS #98224), replacing the \$1,940,000 of State 183/Local funds currently programmed in the County/City Bridge Reserve Line Item (MPMS #95447) with federal BOF funding, and increasing the project estimate by \$960,000 for a total estimated cost of \$2,900,000. The project has an expected Let date of September 2024.

This project is a replacement of the county owned “Cromby’s Bridge” (#205) carrying Spring City Road over Stony Run in East Pikeland Township, Chester County. This is a County owned bridge (#205) that is structurally deficient (sufficiency rating of 14.2), functionally obsolete, and posted at 20 tons/28 tons combination. This 34.5-foot, adjacent, pre-stressed box beam structure was built in 1958 and carries approximately 2,750 vehicles per day.

Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$2,900,000 BOF/Toll Credit

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make recommendations at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-124, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by federalizing the Spring City Road over Stony Run (MPMS #98224) project, replacing the \$1,940,000 of State 183/Local funds currently programmed in the County/City Bridge Reserve Line Item (MPMS #95447) with federal BOF funding, and increasing the project estimate by \$960,000 for a total estimated cost of \$2,900,000.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #153
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-124

Chester

MPMS# 98224 *Spring City Road over Stony Run (Bridge)*

AQ Code S19 **LIMITS:**

Latitude: 40.148915 **MUNICIPALITIES** East Pikeland Township

Longitude: -75.531 Bridge Repair/Replacement

PROJ MANG: TSS/GANNETT/S. New

This project is a replacement of the county owned Cromby's B ridge (#205) carrying Spring City Road over Stony Run in East Pikeland Township, Chester County. This project was included in the 2008 Bridge Bill (Act 96, pg 96). BMS# 15701505540205

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by federalizing the project, Spring City Road over Stony Run (MPMS #98224), replacing the \$1,940,000 of State 183/Local funds currently programmed in the County/City Bridge Reserve Line Item (MPMS #95447) with federal BOF funding, and increasing the project estimate by \$960,000 for a total estimated cost of \$2,900,000.

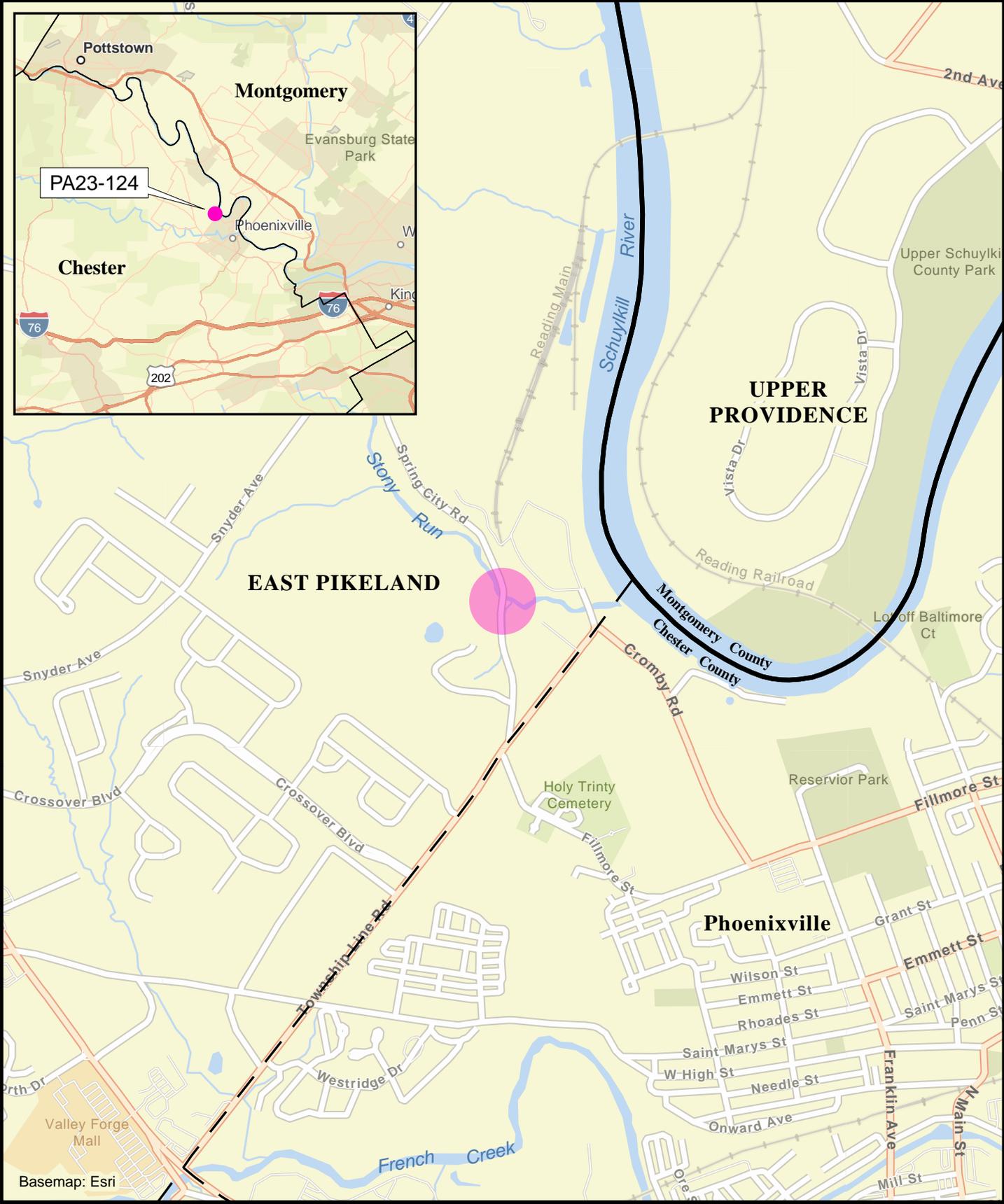
Before Proposed Action

TIP Program Years (\$ 000)															
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
ROW	183		20												
ROW	LOC		5												
CON	183														
		0	25	0	0	0	0	0	0	0	0	0	0		
Total FY2023-2026		25			Total FY2027-2030				0				Total FY2031-2034		0

After Proposed Action

TIP Program Years (\$ 000)															
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
ROW	183		20												
ROW	LOC		5												
CON	TOLL														
CON	BOF		2,900												
		0	2,925	0	0	0	0	0	0	0	0	0	0		
Total FY2023-2026		2,925			Total FY2027-2030				0				Total FY2031-2034		0

PA23-124: Spring City Road over Stony Run (Bridge)



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JULY 9, 2024

Agenda Item:

2e. PA23-125: Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing (MPMS #102273), Montgomery County – Increase CON Phase

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Ridge/Germantown Intersection Realignment – Phase 1 Perkiomen Crossing (MPMS #102273) project by \$12,642,000 CAQ (\$2,498,000 in FY24; \$13,679,000 in FY25; and \$4,823,000 in FY26). \$8,358,000 CAQ will also be advanced from FY27 to match the project's current construction timeline.

The increased construction cost estimate is due to a number of updated costs for various project elements, including:

- Providing new storm drainage and stormwater management facilities in the project area;
- Increased costs to provide roadway improvements such as guiderail, shoulder reconstruction, pavement, curb, and sidewalk;
- Additional lighting and traffic signal improvements; and
- Water and sewer utility work incorporated into the project.

This intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek—with two separate intersections to the east in order to reduce congestion and improve traffic flow through this corridor. The first of these will relocate the River Road intersection with Germantown Pike utilizing a roundabout configuration. The second intersection will be signalized and will connect Ridge Pike with the re-aligned Germantown Pike south of the new roundabout. Reconfiguring these intersections will improve safety and mobility in the project area by increasing

the spacing between the existing bridge and the new Ridge Pike and Germantown Pike intersection. The roundabout will direct traffic more efficiently to the new signal-controlled intersection on Ridge Pike. In addition, a short new connector road will be built between Ridge Pike and Pechins Mill Road to provide access to residents along Pechins Mill Road, which is also being realigned to improve traffic flow. These advance operational improvements are considered Phase 1 of a future improved crossing of the Perkiomen Creek being proposed due to congestion and safety issues where Germantown Pike, Ridge Pike, Main Street, and Route 29 converge. The Ridge Pike Bridge over Perkiomen Creek was constructed in 1791 and is the second oldest stone arch structure in Pennsylvania. Additional improvements in Collegeville are currently being advanced as part of a Highway Occupancy Permit (HOP) to realign First and Second Avenue and eliminate offset intersections.

A future Phase II Second Collegeville/Perkiomen Crossing south of the existing stone arch bridge is planned, but due to impacts to wetlands, floodplains, parks, threatened and endangered species, and archaeology, Phase I operational improvements will be constructed in advance of a new crossing and will be evaluated for traffic impacts. The Phase 1 improvements are required before a second bridge can be constructed as they will provide connectivity of the second bridge with the existing roadway network.

Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment since this project was included in the regional air quality conformity analysis.

Cost and Source of Funds:

\$12,642,000 CAQ/Toll Credit

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make recommendations at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-125, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Ridge/Germantown Intersection Realignment – Phase 1 Perkiomen Crossing (MPMS #102273) project by \$12,642,000 CAQ (\$2,498,000 in FY24; \$13,679,000 in FY25; \$4,823,000 in FY26). \$8,358,000 CAQ will also be advanced from FY27 to match the project's current construction timeline.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #160
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-125

Montgomery

MPMS# 102273 Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing

AQ Code 2035M LIMITS: PA 29 to Ridge/Germantown Pike

Latitude: 40.184318 MUNICIPALITIES Collegetown Borough; Lower Providence Township

Longitude: -75.448 Roadway New Capacity

PROJ MANG: HNTB/N. Velaga

This intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek—with two separate intersections to the east in order to reduce congestion and improve traffic flow through this corridor. The first of these will relocate the River Road intersection with Germantown Pike utilizing a roundabout configuration. The second intersection will be signalized and will connect Ridge Pike with the re-aligned Germantown Pike south of the new roundabout. Reconfiguring these intersections will improve safety and mobility in the project area by increasing the spacing between the existing bridge and the new Ridge Pike and Germantown Pike intersection. The roundabout will direct traffic more efficiently to the new signal controlled intersection on Ridge Pike. In addition, a short new connector road will be built between Ridge Pike and Pechins Mill Road to provide access to residents along Pechins Mill Road, which is also being realigned to improve traffic flow. These advance operational improvements are considered Phase 1 of a future improved crossing of the Perkiomen Creek being proposed due to congestion and safety issues where Germantown Pike, Ridge Pike, Main Street, and Route 29 converge. The Ridge Pike Bridge over Perkiomen Creek was constructed in 1791 and is the second oldest stone arch structure in Pennsylvania. Additional improvements in Collegetown are currently being advanced as part of an HOP to realign First and Second Avenue and eliminate offset intersections.

A future Phase II Second Collegetown/Perkiomen Crossing south of the existing stone arch bridge is planned, but due to impacts to wetlands, floodplains, parks, threatened and endangered species, and archaeology, Phase I operational improvements will be constructed in advance of a new crossing and will be evaluated for traffic impacts. The Phase 1 improvements are required before a second bridge can be constructed as they will provide connectivity of the second bridge with the existing roadway network.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by increasing the CON Phase of the Ridge/Germantown Intersection Realignment – Phase 1 Perkiomen Crossing (MPMS #102273) project by \$12,642,000 CAQ (\$2,498,000 in FY24; \$13,679,000 in FY25; and \$4,823,000 in FY26). \$8,358,000 CAQ will also be advanced from FY27 to match the project’s current construction timeline.

Before Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	581	215												
ROW	581	5,074												
ROW	581		2,352											
UTL	TOLL													
UTL	CAQ		765											
CON	TOLL													
CON	CAQ					8,358								
		5,289	3,117	0	0	8,358	0	0	0	0	0	0	0	
		Total FY2023-2026			8,406	Total FY2027-2030				8,358	Total FY2031-2034			0

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	215											
ROW	581	5,074											
ROW	581		2,352										
UTL	TOLL												
UTL	CAQ		765										
CON	CAQ		2,498										
CON	TOLL												
CON	CAQ			13,679									
CON	TOLL												

DVRPC FY2023-2026 TIP for PA

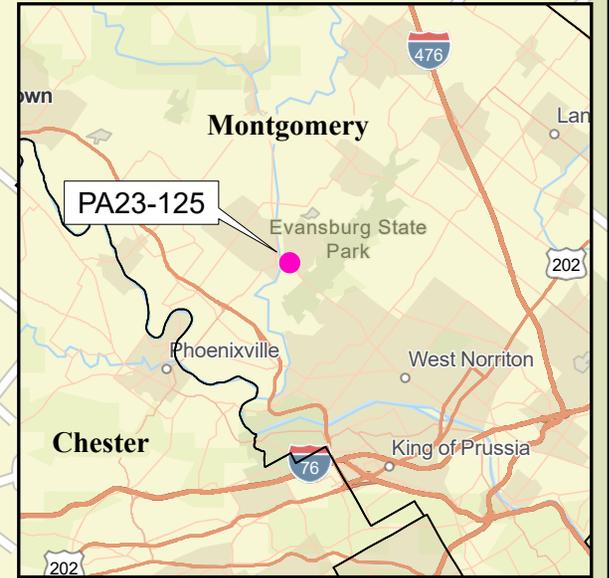
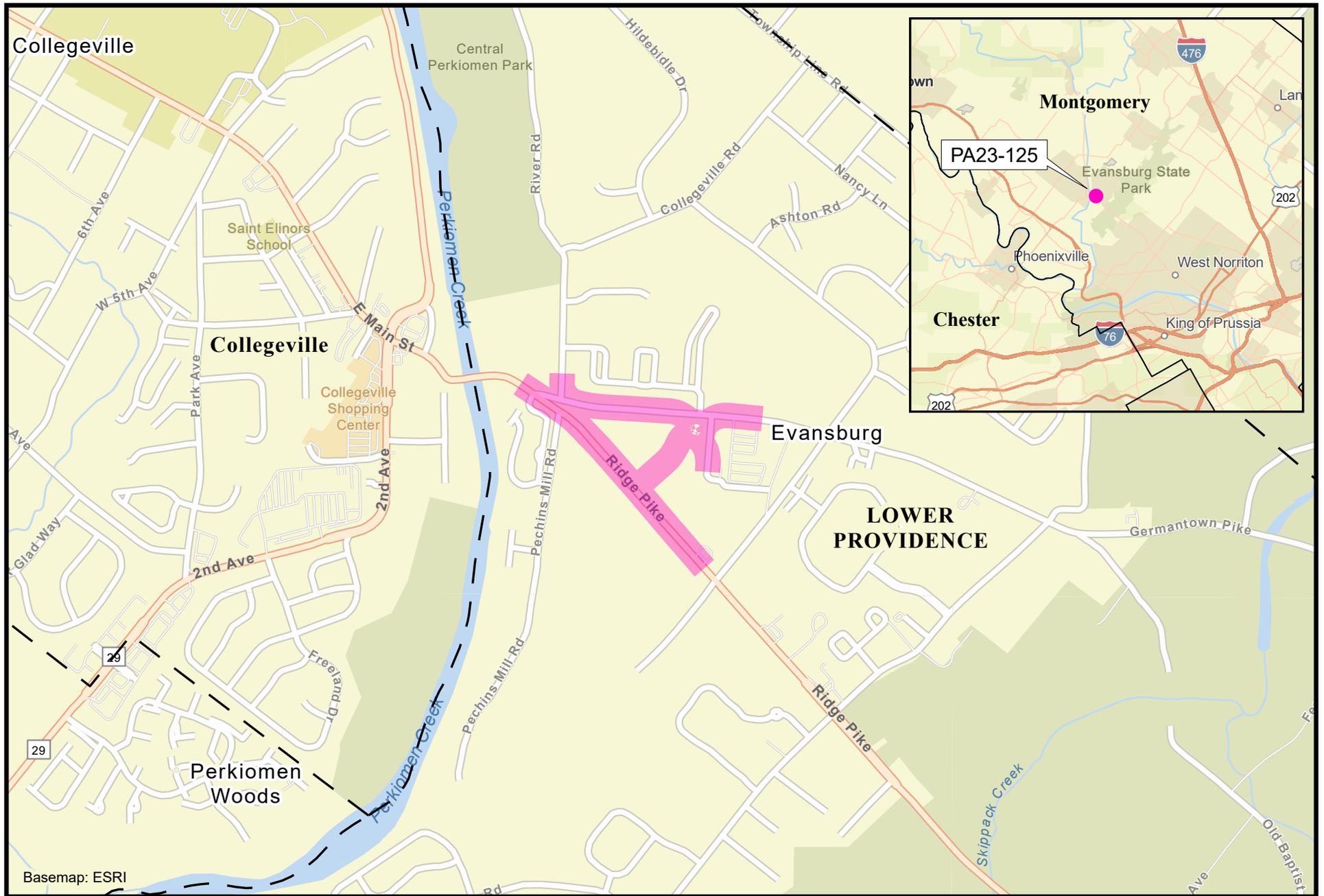
Pennsylvania - Highway and Transit Program

Action: PA23-125

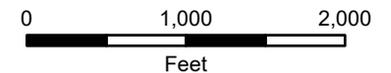
Montgomery

CON	TOLL															
CON	CAQ															
					4,823											
		5,289	5,615	13,679	4,823	0	0	0	0	0	0	0	0	0	0	
Total FY2023-2026		29,406			Total FY2027-2030				0		Total FY2031-2034				0	

PA23-125: Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing



Basemap: ESRI



ACTION ITEM

Date Prepared: June 25, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JULY 9, 2024

Agenda Item:

2f. PA23-126: Communication, Signals, & Technology Improvements (MPMS #102571), SEPTA – Add New Project to Program

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Broad Street Subway City Hall Reverse Signaling project to the Communication, Signals, & Technology Program (MPMS #102571).

No new funding will be added to the current TIP. This project will be added to the Communication, Signals, & Technology program description for pre-award authority purposes. SEPTA anticipates beginning design and procurement activities in the upcoming months and per the federal requirements, any project utilizing federal funds must be included on the TIP before such activities can commence. The Broad Street Subway City Hall Reverse Signaling project is included, and fully funded, in the Draft FY2025 PA TIP. The Broad Street Subway City Hall Reverse Signaling project involves signal system modernization on the Broad Street Line between Walnut-Locust Interlocking and Girard Interlocking. Work includes the design and construction of a reverse signal system on Tracks 2 and 3 to improve operational reliability for the train control systems between Walnut-Locust Interlocking and Girard Interlocking to allow for the reconstruction of City Hall Station. The project is programmed on the Draft FY2025 PA TIP in the amount of \$54 M (FY25 - FY28).

SEPTA's Communication, Signals, & Technology Program provides for improvements to SEPTA's communications systems, signal systems, and information technology infrastructure, including vehicle and facility video systems. Some projects included in this program include the replacement of SEPTA's Computer Aided Radio Dispatch (CARD) System, installation of Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade of dispatching and scheduling systems, and implementation of a real-time vehicle arrival information display system.

This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

Financial Constraint:

Financial constraint will be maintained as no funding will change.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

The overall funding of the program will not change.

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make recommendations at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-126, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Broad Street Subway City Hall Reverse Signaling project to the Communication, Signals, & Technology Program (MPMS #102571).

Staff Contact:

Alyson Dressman

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-126

SEPTA

MPMS# 102571 **Communications, Signals, & Technology Improvements**

AQ Code M6 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure - including vehicle and facility video systems. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, install Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, and Enterprise applications. This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Paoli to Overbrook - \$21.90M (FY 2022 – FY 2028)
- Positive Train Control - \$174.02M (Prior Year funding \$160.3M - FY 2021) (Continuing Intregation with Partner Railroads FY 2021 - FY 2023)
- Positive Train Control – Onboard Survey Mapping - \$3.3M (FY 2021 – FY 2023)
- Railroad Interlocking Improvement Program - \$183.96M (Ongoing)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$57.99M (Prior Years - FY 2022)
- Regional Railroad Signal Improvement Program - \$40M (FY 2028 – FY 2034)
- Broad Street Line Ridge Spur Signals - \$14.66M (Prior Years - FY2023)
- Broad Street Line Signals (Broad Street Subway) - \$65.00M (FY 2028 – FY 2034)
- Market Frankford Line Positive Train Control - \$82M (FY 2022 – FY 2028)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control and ROW Improvements - \$90.12M (Prior Years – FY 2023)
- Signal System Renewal on the Norristown High Speed Line - \$80M (FY 2022 – FY 2023 Design) (FY 2023 – FY 2030 Construction)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$124.82M (Prior Years - FY2026)
- Control Center Wall Display - \$6.39M (FY2021- FY2023)
- Crash Hardened Video Recorders - \$7.73M (Prior Years - FY2022)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2024)
- Telecommunications System Replacement - \$13.71M (FY 2022 – FY 2025)
- Facilities Video System - \$1.86M (Prior Years – FY 2022)
- Fare Payment System Equipment (\$28M) (FY 2023 – FY 2024)
- Information Technology Program - \$134.32M (Ongoing)
- Operations Training Simulators - \$6.59M (Prior Years - FY2022)
- SEPTA Transformation – Efficiency and Accountability Capital Support - \$1.9M (FY 2022 – FY 2024)
- Transit Asset Management - \$6.77M (Prior Years – FY 2023)
- Video Systems Refreshment Program - \$42.37M (FY 2023 – FY 2034)
- Regional Rail VHF Radio Upgrade - \$57M (FY2024 - FY2028)
- Positive Train Control Enhancements & Technology Refresh - \$25M (FY 2025 - FY 2029)
- Operational Technology Cybersecurity - \$58M (FY 2025 - FY 2029)
- **Broad Street Subway City Hall Reverse Signaling - \$54M (FY2025 - FY2028)**

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding the Broad Street Subway City Hall Reverse Signaling project to the Communication, Signals, & Technology Program (MPMS #102571).

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	11,381											
CAP	5307	13,600											
CAP	1514	50,427											
CAP	LOC	1,680											
CAP	OTH	15,000											
CAP	5307		35,008										

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-126

SEPTA

CAP	5337	47,968											
CAP	1514	24,710											
CAP	LOC	13,949											
CAP	OTH	5,000											
CAP	5307		10,400										
CAP	5337		8,000										
CAP	1514		26,741										
CAP	OTH		55,000										
CAP	LOC		891										
CAP	5307			25,627									
CAP	5337			18,400									
CAP	1514			10,652									
CAP	LOC			355									
CAP	5307				10,400								
CAP	5337				8,000								
CAP	1514				22,028								
CAP	LOC				734								
CAP	5337					5,601							
CAP	5307					10,400							
CAP	1514					17,668							
CAP	LOC					589							
CAP	5337						8,000						
CAP	1514						25,273						
CAP	LOC						842						
CAP	5337							8,000					
CAP	1514							19,227					
CAP	LOC							641					
CAP	1514								47,806				
CAP	OTH								857				
CAP	LOC								1,594				
CAP	1514									60,700			
CAP	LOC									2,024			
CAP	5307										9,783		
CAP	1514										59,185		
CAP	LOC										1,973		
CAP	1514											75,323	
CAP	OTH											11,000	
CAP	LOC											2,510	
		92,088	126,635	101,032	55,034	41,162	34,258	34,115	27,868	50,257	62,724	70,941	88,833
		Total FY2023-2026		374,789		Total FY2027-2030		137,403		Total FY2031-2034		272,755	

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	11,381											
CAP	5307	13,600											
CAP	1514	50,427											
CAP	OTH	15,000											
CAP	LOC	1,680											
CAP	5307		35,008										

6/25/2024

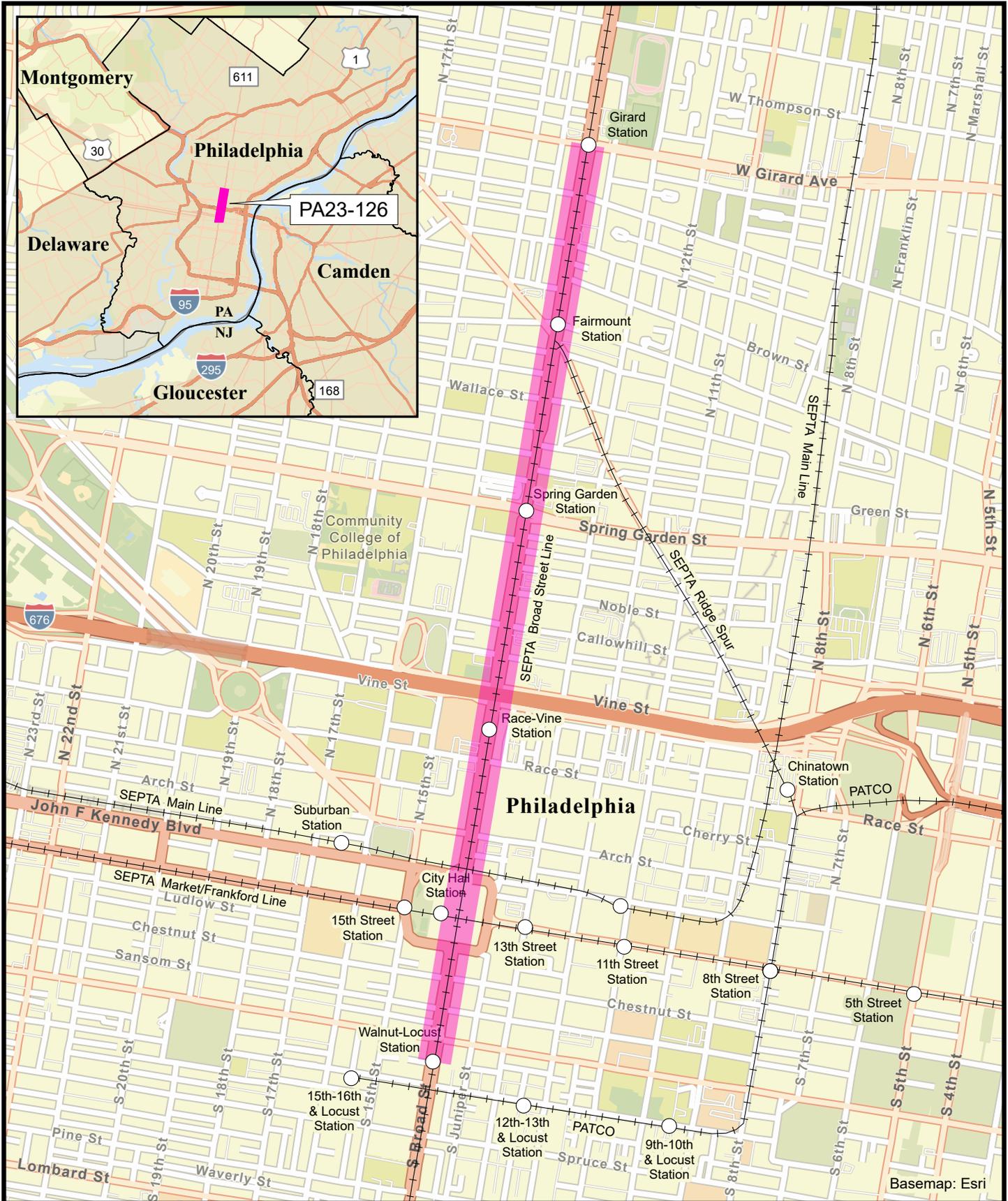
DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-126

SEPTA													
CAP	5337			47,968									
CAP	1514			24,710									
CAP	LOC			13,949									
CAP	OTH			5,000									
CAP	5337				8,000								
CAP	5307				10,400								
CAP	1514				26,741								
CAP	LOC				891								
CAP	OTH				55,000								
CAP	5307					25,627							
CAP	5337					18,400							
CAP	1514					10,652							
CAP	LOC					355							
CAP	5337						8,000						
CAP	5307						10,400						
CAP	1514						22,028						
CAP	LOC						734						
CAP	5307							10,400					
CAP	5337							5,601					
CAP	1514							17,668					
CAP	LOC							589					
CAP	5337								8,000				
CAP	1514								25,273				
CAP	LOC								842				
CAP	5337									8,000			
CAP	1514									19,227			
CAP	LOC									641			
CAP	1514										47,806		
CAP	OTH										857		
CAP	LOC										1,594		
CAP	1514											60,700	
CAP	LOC											2,024	
CAP	5307												9,783
CAP	1514												59,185
CAP	LOC												1,973
CAP	1514												75,323
CAP	OTH												11,000
CAP	LOC												2,510
		92,088	126,635	101,032	55,034	41,162	34,258	34,115	27,868	50,257	62,724	70,941	88,833
		Total FY2023-2026		374,789		Total FY2027-2030		137,403		Total FY2031-2034		272,755	

PA23-126: Communication, Signals, & Technology Improvements





June 14, 2024

Mr. Jesse Buerk
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Mr. Buerk:

The Southeastern Pennsylvania Transportation Authority (SEPTA) requests consideration by the Delaware Valley Regional Planning Commission (DVRPC) of two (2) amendments to the FY2023-2026 Transportation Improvement Program (TIP) for Pennsylvania.

SEPTA is requesting two (2) projects to be added to the TIP to meet pre-award authority requirements. These projects are included and fully funded in the upcoming FY 2025 TIP. SEPTA anticipates beginning design and procurement activities in the upcoming months and per the federal requirements, any project utilizing federal funds must be included on the TIP before such activities can commence.

The projects to be included are:

MPMS #102571 - Communication, Signals, & Technology Program

- Broad Street Subway City Hall Reverse Signaling - \$54.00M (FY 2025 – FY 2028)

MPMS # 107011 - Safety & Security Improvements Program

- Climate Adaptation and Mitigation Program - \$25M (FY2025 – FY2028 & FY2030 – FY2036)

The attached fiscal constraint chart provides a summary of changes by funding source and the detailed TIP programming adjustments. Please contact me if you have any questions regarding these changes to the TIP. We appreciate your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Brian McFadden".

Brian McFadden
Director, Capital Budgets & Grant Development

- cc: T. Lidiak - FTA
J. Korus - PennDOT
D. Alas– PennDOT

ACTION ITEM

Date Prepared: June 25, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JULY 9, 2024

Agenda Item:

2g. PA23-127: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to Program

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Climate Adaptation and Mitigation Program to the Safety & Security Improvements Program (MPMS #107011).

No new funding will be added to the current TIP. This project will be added to the Safety & Security Improvements program description for pre-award authority purposes. SEPTA anticipates beginning design and procurement activities in the upcoming months and per the federal requirements, any project utilizing federal funds must be included on the TIP before such activities can commence. The goal of the Climate Adaptation and Mitigation Program is to identify, assess, and mitigate the climate risks, threats, and vulnerabilities of SEPTA infrastructure. SEPTA will fund projects to prepare for and address the potential impacts of climate change and implement adaptation practices to improve transit system resilience. Program implementation will start with a comprehensive study of the challenges that climate change poses to SEPTA's Metro system, Regional Rail network, and facilities. The Climate Adaptation and Mitigation Program is included, and fully funded, in the Draft FY2025 PA TIP in the amount of \$25 M (FY25 – FY28 and FY30 – FY36).

Safety is a core value at SEPTA, reflected in the safety-first approach of all capital program projects. The implementation of a comprehensive safety plan and program aligns with SEPTA's overarching objective to promote safety and public health. The Safety & Security Improvements program includes life safety assessments, as well as safety and security measures for facilities and vehicles. Additionally, it covers projects supported by competitive grants from the U.S. Department of Homeland Security.

SEPTA is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), a collaborative effort to promote safety and security enhancements for transit operations within and around Philadelphia.

Financial Constraint:

Financial constraint will be maintained as no funding will change.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

The overall funding for the program will not change.

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make recommendations at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-127, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Climate Adaptation and Mitigation Program to the Safety & Security Improvements Program (MPMS #107011).

Staff Contact:

Alyson Dressman

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-127

SEPTA

MPMS# 107011 **Safety and Security Improvements**

AQ Code S6 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Jenkintown Flood Mitigation - \$19.98M (FY 2022 – FY 2023)
- Railroad Signal Power Reinforcement - \$43.23 M (Prior Years – FY 2024 Construction)
- Sharon Hill Flood Mitigation - \$15.37M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.70M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY 2022 Design) (Prior Years – FY 2024 Construction)
- Grade Crossing Enhancement Program - \$22.17M (Ongoing)
- Safety & Security Infrastructure Hardening Program - \$50.44M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$42.44M (Ongoing)
- Safety & Security Technology Upgrades - \$30M (Ongoing)
- Suburban Station Ventilation Improvements- \$12.82M (FY 2022 – FY 2024 Construction)
- Tank Replacement Program - \$24.5M (Ongoing)
- NRG Station Ventilation Improvements - \$10M (FY 2032 – FY 2034)
- On-Site Power for Major Facilities - \$6.00M (FY2028 - FY2034)
- Fern Rock Transportation Center Pedestrian Access - \$25M (FY 2024- FY 2035)
- Light Rail Vehicle Collision Avoidance System
- Vacuum Train Project - \$1M (FY 2024 - FY 2030)
- Cleaning Equipment - \$33.43M (Ongoing)
- SEPTA Transit Police Department Equipment - \$7.1M (Ongoing)
- Fare Evasion Technology Program - \$16.4M (FY 2025 - FY 2026)
- 2026 Events Preparedness - \$5M (FY 2025)
- **Climate Adaptation and Mitigation Program - \$25M (FY2025 - FY2030 and FY2030 - FY2036)**

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding the Climate Adaptation and Mitigation Program to the Safety & Security Improvements Program (MPMS #107011).

Before Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	TIGER	332											
ERC	1514	23,976											
ERC	LOC	866											
ERC	5307		12,987										
ERC	1514		29,832										
ERC	LOC		7,168										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-127

SEPTA

ERC	5307					2,400							
ERC	1514					16,742							
ERC	LOC					558							
ERC	5307						2,400						
ERC	1514						17,274						
ERC	LOC						576						
ERC	5307							2,400					
ERC	1514							17,758					
ERC	LOC							592					
ERC	5307								2,400				
ERC	1514								20,661				
ERC	LOC								689				
ERC	5307									2,400			
ERC	1514									25,984			
ERC	LOC									866			
ERC	5307										2,400		
ERC	1514										25,500		
ERC	LOC										850		
ERC	5307											2,400	
ERC	1514											20,661	
ERC	LOC											689	
		25,174	49,987	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750
		Total FY2023-2026		116,799		Total FY2027-2030		80,399		Total FY2031-2034		105,500	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	TIGER	332											
ERC	1514	23,976											
ERC	LOC	866											
ERC	5307		12,987										
ERC	1514		29,832										
ERC	LOC		7,168										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							
ERC	5307						2,400						
ERC	1514						16,742						
ERC	LOC						558						
ERC	5307							2,400					
ERC	1514							17,274					
ERC	LOC							576					
ERC	5307								2,400				
ERC	1514								17,758				

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-127

SEPTA

ERC	LOC						592						
ERC	5307								2,400				
ERC	1514								20,661				
ERC	LOC								689				
ERC	5307									2,400			
ERC	1514									25,984			
ERC	LOC									866			
ERC	5307										2,400		
ERC	1514										25,500		
ERC	LOC										850		
ERC	5307											2,400	
ERC	1514											20,661	
ERC	LOC												689
		25,174	49,987	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750
		Total FY2023-2026		116,799		Total FY2027-2030		80,399		Total FY2031-2034		105,500	

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JULY 9, 2024

Agenda Item:

**2h. PA23-128: Transportation Capital Improvements Program (MPMS #95739),
PART – Add New Project to Program**

Background/Analysis/Issues:

PART has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding the ITS Equipment project to the Transportation Capital Improvements Program (MPMS #95739) in the amount of \$316,000 (\$253,000 Section 5307/\$61,000 Section 1517/\$2,000 LOC) for the CAP phase in FY24.

This project must be added to the Transportation Capital Improvements program and programmed in the current fiscal year in order for Pottstown Area Rapid Transit (PART) to obligate the unobligated prior year Section 5307 funds and place them in a grant agreement. This project was originally programmed on the FY2021 PA TIP, but encountered administrative delays that prevented funds from being obligated at that time. The project will include infotainment signage for routing information on buses and at the Transportation Center, as well as training equipment for the newly installed intelligent transportation system.

The Transportation Capital Improvements Program supports PART's efforts to begin replacing aging shelters, amenities, and equipment. These initiatives aim to maintain a state-of-good repair and achieve the transit asset management (TAM) goals set out in the Pennsylvania TAM Group Plan.

PART is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes.

Financial Constraint:

Financial constraint will be maintained as the project is utilizing unobligated prior year transit funding; and by adjusting other existing TIP projects whose schedules or costs have changed, in accordance with the TIP Memorandum of Understanding.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$316,000 (\$253,000 Section 5307/\$61,000 Section 1517/\$2,000 LOC)

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make recommendations at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-128, PART's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the ITS Equipment project to the Transportation Capital Improvements Program (MPMS #95739) in the amount of \$316,000 (\$253,000 Section 5307/\$61,000 Section 1517/\$2,000 LOC) for the CAP phase in FY24.

Staff Contact:

Alyson Dressman

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-128

Pottstown

MPMS# 95739 *Transportation Capital Improvements*

AQ Code M7

LIMITS:

Latitude: MUNICIPALITIES Pottstown Borough

Longitude: Transit Improvements

PROJ MANG: K. High

Pottstown Area Rapid Transit plans to begin replacing aging shelters, amenities, and equipment to maintain a state-of-good repair and achieve the TAM goals set out in the PA TAM Group Plan.

Capital projects planned in FY23-26 include: FY 22 Rolling stock; FY23 Shelter replacement \$230,000; FY24 Shelter amenities \$10,000; FY25 Lift replacement \$60,000; FY24 ITS Equipment (\$373,235).

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding the ITS Equipment project to the Transportation Capital Improvements Program (MPMS #95739) in the amount of \$316,000 (\$253,000 Section 5307/\$61,000 Section 1517/\$2,000 LOC) for the CAP phase in FY24.

Before Proposed Action

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CAP	5307	24												
CAP	ARPA	200												
CAP	1517	3												
CAP	LOC	3												
CAP	5307		8											
CAP	1517		1											
CAP	LOC		1											
CAP	5307			48										
CAP	1517			6										
CAP	LOC			6										
CAP	5307				160									
CAP	1517				20									
CAP	LOC				20									
		230	10	60	200	0	0	0	0	0	0	0	0	
		Total FY2023-2026			500	Total FY2027-2030				0	Total FY2031-2034			0

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	ARPA	200											
CAP	5307	24											
CAP	1517	3											
CAP	LOC	3											
CAP	5307		253										
CAP	5307		8										
CAP	1517		61										
CAP	1517		1										
CAP	LOC		2										

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-128

Pottstown														
CAP	LOC			1										
CAP	5307				48									
CAP	1517				6									
CAP	LOC				6									
CAP	5307									160				
CAP	1517									20				
CAP	LOC									20				
		230	326		60	200							0	0
		Total FY2023-2026			816					Total FY2027-2030			0	
													Total FY2031-2034	
														0

PennDOT Fiscal Constraint Charts
(July 2024)

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
Chart #148

Chart: 148

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks	
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	6,107,761	2,111,018	0	6,146,481	277,401	250,000	185,000	2,991,000	1,836,000	35,040	46,000	3,623,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	26,286,701	LINE ITEM	
			Adjust	STU	581	0	0	0	(2,770,353)	(852,296)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,622,649)		
			After	STU	581	0	0	0	3,337,408	1,258,722	0	6,146,481	277,401	250,000	185,000	2,991,000	1,836,000	35,040	46,000	3,623,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	22,664,052		
STP LINE ITEM BUCKS	79927	CON	Before	STP	581	0	0	327,000	3,053,647	0	0	384,131	0	0	105,000	0	0	0	0	900,000	77,000	176,000	807,000	1,097,000	194,000	896,000	1,816,000	194,000	807,000	303,890	334,000	318,970	11,790,638	LINE ITEM	
			Adjust	STP	581	0	0	0	(3,053,647)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,053,647)		
			After	STP	581	0	0	327,000	0	0	0	384,131	0	0	105,000	0	0	0	0	900,000	77,000	176,000	807,000	1,097,000	194,000	896,000	1,816,000	194,000	807,000	303,890	334,000	318,970	8,736,991		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	505,221	239,704	1,273,430	0	422,209	25,000	0	674,000	491,000	1,560,000	3,258,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	66,040,000	57,773,849	0	133,488,248	LINE ITEM	
			Adjust	BOF	185	0	0	0	0	(239,704)	(364,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(603,704)		
			After	BOF	185	0	348,000	204,835	505,221	0	909,430	0	422,209	25,000	0	674,000	491,000	1,560,000	3,258,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	66,040,000	57,773,849	0	132,884,544		
KEIM ST O/ SCHUYLKILL RIVER MONTGOMERY SR,7046,190	83742	CON	Before	STP	183	0	0	0	0	0	0	4,946,000	927,000	309,000	8,892,000	1,667,000	556,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,297,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
			Adjust	STP	183	0	0	0	3,053,647	239,704	364,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,657,351		
			After	STP	183	0	0	0	3,053,647	239,704	364,000	4,946,000	927,000	309,000	8,892,000	1,667,000	556,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,954,351		
KEIM ST O/ SCHUYLKILL RIVER MONTGOMERY SR,7046,190	83742	CON	Before	STU	183	0	0	0	1,000,000	187,000	62,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,249,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
			Adjust	STU	183	0	0	0	2,770,353	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,770,353		
			After	STU	183	0	0	0	3,770,353	187,000	62,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,019,353		
KEIM ST O/ SCHUYLKILL RIVER MONTGOMERY SR,7046,190	83742	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.
			Adjust		581	0	0	0	0	852,296	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	852,296		
			After		581	0	0	0	852,296	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	852,296		
Before FFY Totals						0	348,000	531,835	10,666,629	2,537,722	1,335,430	11,476,612	1,626,610	584,000	9,182,000	5,332,000	2,883,000	1,595,040	3,304,000	4,523,000	185,000	241,000	959,000	1,370,000	194,000	896,000	3,291,000	1,189,000	807,000	66,626,890	58,107,849	318,970	190,111,587		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						0	348,000	531,835	10,666,629	2,537,722	1,335,430	11,476,612	1,626,610	584,000	9,182,000	5,332,000	2,883,000	1,595,040	3,304,000	4,523,000	185,000	241,000	959,000	1,370,000	194,000	896,000	3,291,000	1,189,000	807,000	66,626,890	58,107,849	318,970	190,111,587		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
Chart #149

Chart: 149

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks			
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
COUNTY/CITY BRDG RESERV	95447	CON	Before		183	0	0	0	0	0	0	0	1,104,000	245,042	0	795,502	166,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	14,766,000	3,621,000	0	0	0	39,958,669	LINE ITEM		
BUCKS			Adjust		183	0	0	0	0	0	0	0	(1,104,000)	(245,042)	0	(240,000)	(60,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,649,042)		
SR,-----			After		183	0	0	0	0	0	0	0	0	0	0	0	555,502	106,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	14,766,000	3,621,000	0	0	0	0	38,309,627	
PULASKI DR O/ STONY CR(R)(C)	103330	FD	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RETRO-REIMBURSEMENT. PROJECT COMPLETED, WHITPAIN TWP SEEKING REIMBURSEMENT.
MONTGOMERY			Adjust		183	0	0	0	0	0	0	0	164,000	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205,000		
SR,7225,BRG			After		183	0	0	0	0	0	0	0	0	164,000	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205,000	
PULASKI DR O/ STONY CR(R)(C)	103330	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RETRO-REIMBURSEMENT. PROJECT COMPLETED, WHITPAIN TWP SEEKING REIMBURSEMENT.
MONTGOMERY			Adjust		183	0	0	0	0	0	0	0	20,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	
SR,7225,BRG			After		183	0	0	0	0	0	0	0	0	20,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	
PULASKI DR O/ STONY CR(R)(C)	103330	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RETRO-REIMBURSEMENT. PROJECT COMPLETED, WHITPAIN TWP SEEKING REIMBURSEMENT.
MONTGOMERY			Adjust		183	0	0	0	0	0	0	0	920,000	230,000	0	240,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000	
SR,7225,BRG			After		183	0	0	0	0	0	0	0	0	920,000	230,000	0	240,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000
Before FFY Totals						0	0	0	0	0	0	1,104,000	245,042	0	795,502	166,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	14,766,000	3,621,000	0	0	0	0	39,958,669			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	30,958	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30,958	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.
After FFY Totals						0	0	0	0	0	0	1,104,000	276,000	0	795,502	166,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	14,766,000	3,621,000	0	0	0	0	0	39,989,627		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
Chart #150

Chart: 150

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks	
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		0	0	0	1,134,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	230,881,304	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	(250,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(250,000)			
			After	HSIP		0	0	0	884,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	230,631,304		
SMITHBRIDGE RD CORRIDOR(L.)	107642	CON	Before	CAQ	TC	1,843,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,843,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.		
DELAWARE			Adjust	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR.3046,OFF			After	CAQ	TC	1,843,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,843,000	
SMITHBRIDGE RD CORRIDOR(L.)	107642	CON	Before	HSIP	TC	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	ADDING FUNDS TO MATCH CURRENT ESTIMATE FOR ROUNDABOUT.		
DELAWARE			Adjust	HSIP	TC	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000			
SR.3046,OFF			After	HSIP	TC	1,000,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250,000			
Before FFY Totals						2,843,000	0	0	1,134,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	233,724,304		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						2,843,000	0	0	1,134,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	233,724,304		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
Chart #151

Chart: 151

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks		
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC												
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	3,337,408	1,258,722	0	6,146,481	277,401	250,000	185,000	2,991,000	1,836,000	35,040	46,000	3,623,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	22,664,052	LINE ITEM	
			Adjust	STU	581	0	0	0	0	0	(50,000)	0	0	0	0	0	(530,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(580,000)
			After	STU	581	0	0	0	3,337,408	1,258,722	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	35,040	46,000	3,623,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	22,134,052		
W BRIDGE ST O/ TRIB DELAWARE BUCKS SR,0032,BWB	104746	CON	Before		581	0	383,318	0	0	116,682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	CASH FLOWING BASED ON CURRENT LET DATE.	
			Adjust		581	0	(383,318)	0	0	(116,682)	0	0	0	0	0	530,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		30,000
			After		581	0	0	0	0	0	0	0	0	0	0	530,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		530,000
W BRIDGE ST O/ TRIB DELAWARE BUCKS SR,0032,BWB	104746	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO START PROJECT DESIGN.
			Adjust		581	0	383,318	0	0	166,682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	550,000	
			After		581	0	383,318	0	0	166,682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	550,000	
Before FFY Totals						0	383,318	0	3,337,408	1,375,404	0	6,146,481	277,401	250,000	185,000	2,991,000	1,836,000	35,040	46,000	3,623,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	23,164,052		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						0	383,318	0	3,337,408	1,425,404	0	6,146,481	277,401	250,000	185,000	2,991,000	1,836,000	35,040	46,000	3,623,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	23,214,052		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

Chart #153

Chart: 153

* Positive number denotes a surplus/Negative denotes a deficit

Project Title	MPMS	Phs	Amts.	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks			
				Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC					
Administrative Action																																					
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	582,696	543,000	1,091,430	0	422,209	25,000	0	674,000	491,000	560,000	3,070,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	64,041,000	57,398,849	0	130,125,019	LINE ITEM			
			Adjust	BOF	185	0	0	2,900,000	544,000	181,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,918,508)		(547,220)	0	(137,728)
			After	BOF	185	0	348,000	204,835	3,482,696	1,087,000	1,272,430	0	422,209	25,000	0	674,000	491,000	310,000	3,023,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	61,122,492	56,851,629	0	129,987,291				
LLOYD ST O/ AMTRAK DELAWARE SR.7301.LYD	57773	CON	Before	BOF	183	0	0	0	3,468,000	650,000	216,000	400,000	75,000	25,000	0	0	0	500,000	94,000	31,000	0	0	0	0	0	0	0	0	0	645,000	121,000	40,000	6,265,000	CASH FLOWING BASED ON CURRENT LET DATE.			
Adjust			BOF	183	0	0	0	(2,900,000)	(544,000)	(181,000)	0	0	0	0	0	0	0	250,000	47,000	16,000	0	0	0	0	0	0	0	0	0	0	0	0	2,918,508		547,220	182,407	336,135
After			BOF	183	0	0	0	568,000	106,000	35,000	400,000	75,000	25,000	0	0	0	0	750,000	141,000	47,000	0	0	0	0	0	0	0	0	0	0	3,563,508	668,220	222,407		6,601,135		
AMENDMENT																																					
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	3,482,696	1,087,000	1,272,430	0	422,209	25,000	0	674,000	491,000	310,000	3,023,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	61,122,492	56,851,629	0	129,987,291	LINE ITEM			
			Adjust	BOF	185	0	0	0	(2,900,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	(2,900,000)	
			After	BOF	185	0	348,000	204,835	582,696	1,087,000	1,272,430	0	422,209	25,000	0	674,000	491,000	310,000	3,023,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	61,122,492	56,851,629	0	127,087,291				
SPRING CITY RD O/ STONY RUN CHESTER SR.7015,205	98224	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PROJECT WAS TO BE FUNDED FROM THE COUNTY/CITY BRIDGE RESERVE LINE ITEM. CHESTER COUNTY REQUESTED FEDERALIZATION OF THE PROJECT AS IT IS ELIGIBLE. PROJECT SCHEDULED FOR LETTING SEPTEMBER 2024.			
Adjust			BOF	TC	0	0	0	2,900,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,900,000				
After			BOF	TC	0	0	0	2,900,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,900,000				
Before FFY Totals						0	696,000	409,670	7,533,392	2,280,000	2,579,860	400,000	919,418	75,000	0	1,348,000	982,000	1,370,000	6,187,000	31,000	0	130,000	0	546,000	0	0	594,000	76,000	0	125,808,492	114,371,478	40,000	266,377,310	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	16,000	0	0	0	0	0	0	0	0	0	0	0	182,407	198,407					
After FFY Totals						0	696,000	409,670	7,533,392	2,280,000	2,579,860	400,000	919,418	75,000	0	1,348,000	982,000	1,370,000	6,187,000	47,000	0	130,000	0	546,000	0	0	594,000	76,000	0	125,808,492	114,371,478	222,407	266,575,717				

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs: 135157

TIP MODIFICATIONS FOR JUNE 2024
Chart #154

Chart: 154

* Positive number denotes a surplus/negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS FFY 2031			TOTAL	Remarks			
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks				
PA63/PA309 CONNECTOR PHASE 3 MONTGOMERY SR,1058,HT3	105803	ROW	Before	STU	581	0	0	0	1,685,000	421,000	0	2,000,000	500,000	0	5,000,000	1,000,000	0	3,000,000	750,000	0	7,972,000	1,993,000	0	0	0	0	0	0	0	0	0	0	0	24,321,000	ADVANCING FUNDS FOR AC CONVERSION AS PROJECT IS AUC.			
			Adjust	STU	581	0	0	0	3,234,000	808,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
			After	STU	581	0	0	0	4,919,000	1,229,000	0	2,000,000	500,000	0	1,786,000	192,000	0	3,000,000	750,000	0	7,972,000	1,993,000	0	0	0	0	0	0	0	0	0	0	0	0		0	24,321,000	
SR 291 DRAINAGE IMPROVEMENT DELAWARE SR,0291,FLB	99668	CON	Before	STU	581	0	0	0	3,234,000	808,000	0	3,234,000	808,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,084,000	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.		
			Adjust	STU	581	0	0	0	(3,234,000)	(808,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
			After	STU	581	0	0	0	0	0	0	3,234,000	808,000	0	3,234,000	808,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8,084,000	
Before FFY Totals						0	0	0	4,919,000	1,229,000	0	5,234,000	1,308,000	0	5,000,000	1,000,000	0	3,000,000	750,000	0	7,972,000	1,993,000	0	0	0	0	0	0	0	0	0	0	0	0	32,405,000			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals						0	0	0	4,919,000	1,229,000	0	5,234,000	1,308,000	0	5,000,000	1,000,000	0	3,000,000	750,000	0	7,972,000	1,993,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32,405,000	

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
 FISCAL CONSTRAINT CHART
 FEDERAL & STATE FUNDS (in \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
 Chart #155

Chart: 155

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks				
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks				
CARBON REDUCTION PROGRAM LINE ITEM MONTGOMERY	119299	CON	Before	CRP		0	0	0	2,492,000	0	0	2,567,000	0	0	2,644,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,703,000	LINE ITEM			
			Adjust	CRP		0	0	0	(2,492,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,492,000)			
			After	CRP		0	0	0	0	0	0	0	2,567,000	0	0	2,644,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,211,000		
CARBON REDUCTION PROGRAM LINE ITEM MONTGOMERY	119299	CON	Before	CRPU		0	0	0	1,368,127	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22,961,963	LINE ITEM		
			Adjust	CRPU		0	0	0	(1,368,127)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,368,127)			
			After	CRPU		0	0	0	0	0	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,593,836	
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	3,337,408	1,258,722	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	35,040	46,000	3,623,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	0	22,134,052	LINE ITEM			
			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	3,860,127	0	965,032	0	0	0	0	0	0	0	0	0	0	0	0	0	4,825,159			
			After	STU	581	0	0	0	0	0	0	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	3,895,167	46,000	4,588,032	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	0	26,959,211			
CITYWIDE 3R 110(C) PHILADELPHIA SR,-,-,-,110	112500	CON	Before	STU	LOC	6,594,000	0	1,649,000	1,952,000	0	1,160,000	2,025,000	0	506,000	0	0	0	17,042,000	0	4,465,000	0	0	0	0	0	0	0	0	0	0	0	0	0	35,393,000	ADDING CRP/CRPU FUNDS TO THE PROJECT FOR AC CONVERSION THEREBY FREEING UP STU FUNDS.			
			Adjust	STU	LOC	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,860,127)	0	(965,032)	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,825,159)			
			After	STU	LOC	6,594,000	0	1,649,000	1,952,000	0	1,160,000	2,025,000	0	506,000	0	0	0	0	13,181,873	0	3,499,968	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30,567,841		
CITYWIDE 3R 110(C) PHILADELPHIA SR,-,-,-,110	112500	CON	Before	STP	LOC	0	0	0	2,690,000	0	0	0	0	0	878,000	0	220,000	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,607,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.			
			Adjust	STP	LOC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	STP	LOC	0	0	0	2,690,000	0	0	0	0	0	0	878,000	0	220,000	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,607,000			
CITYWIDE 3R 110(C) PHILADELPHIA SR,-,-,-,110	112500	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Adjust	CRP	LOC	0	0	0	2,492,000	0	623,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,115,000	ADDING CRP FUNDS FOR NEW ADA RAMPS INCLUDED IN THE PROJECT THAT WILL FILL THE GAPS AND ALLOW FOR AC CONVERSION.
			After	CRP	LOC	0	0	0	2,492,000	0	623,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,115,000	
CITYWIDE 3R 110(C) PHILADELPHIA SR,-,-,-,110	112500	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Adjust	CRPU	LOC	0	0	0	1,368,127	0	342,032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,710,159	ADDING CRPU FUNDS FOR NEW ADA RAMPS INCLUDED IN THE PROJECT THAT WILL FILL THE GAPS AND ALLOW FOR AC CONVERSION.
			After	CRPU	LOC	0	0	0	1,368,127	0	342,032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,710,159	
Before FFY Totals						6,594,000	0	1,649,000	11,839,535	1,258,722	1,160,000	21,428,499	277,401	756,000	14,610,818	2,461,000	2,056,000	17,896,040	46,000	8,088,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	0	92,799,015				
FFY Adjustment Totals						0	0	0	0	0	965,032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	965,032	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.			
After FFY Totals						6,594,000	0	1,649,000	11,839,535	1,258,722	2,125,032	21,428,499	277,401	756,000	14,610,818	2,461,000	2,056,000	17,896,040	46,000	8,088,000	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	0	93,764,047				

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
Chart #156

Chart: 156

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks				
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks				
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ			0	0	0	4,003,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,597,000	LINE ITEM			
			Adjust	CAQ			0	0	0	(4,003,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,003,000)				
			After	CAQ			0	0	0	0	0	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,594,000			
CMAQ LINE ITEM BUCKS SR,SSS	84318	CON	Before	CAQ			68,451	0	0	1,701,586	0	32,000	7,935,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	94,966,037	LINE ITEM	
			Adjust	CAQ			0	0	0	(119,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(119,000)				
			After	CAQ			68,451	0	0	1,582,586	0	32,000	7,935,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	94,847,037		
WEST CHESTER PIKE & 476 DELAWARE SR,0003,DLR	114102	CON	Before				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2019 CMAQ COMPETITIVE ROUND SELECTED PROJECT, READY TO OBLIGATE FUNDS FOR LETTING.		
			Adjust	CAQ	TC		0	0	0	4,122,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,122,000				
			After	CAQ	TC		0	0	0	4,122,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,122,000				
Before FFY Totals							68,451	0	0	5,704,586	0	32,000	17,682,000	0	0	15,812,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	116,563,037		
FFY Adjustment Totals							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals							68,451	0	0	5,704,586	0	32,000	17,682,000	0	0	15,812,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	116,563,037		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
 FISCAL CONSTRAINT CHART
 FEDERAL & STATE FUNDS (in \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
 Chart #157

Chart: 157

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks		
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
STU LINE ITEM			Before	STU	581		0	0	0	3,337,408	1,258,722	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	3,895,167	46,000	4,588,032	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	26,959,211	LINE ITEM		
BUCKS	79980	CON	Adjust	STU	581		0	0	0	(1,470,000)	(169,500)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,639,500)			
			After	STU	581		0	0	0	1,867,408	1,089,222	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	3,895,167	46,000	4,588,032	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	25,319,711			
PA 41 & PA 926 ROUNDAABOUT(C) CHESTER	102709	UTL	Before	SXF	TC		100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	SXF	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	SXF	TC		100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000		
PA 41 & PA 926 ROUNDAABOUT(C) CHESTER	102709	UTL	Before				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Adjust	STU	TC		0	0	0	415,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415,000	ADDING FUNDS TO ADDRESS AUC AND MATCH CURRENT PHASE COST.	
			After	STU	TC		0	0	0	415,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415,000		
STATE RD: NESHAMINY CR - PA 413 BUCKS	64778	PE	Before		581		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Adjust		581		0	0	0	0	162,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162,000	PREVIOUSLY ENCUMBERED, ADDING FUNDS FOR ADDITIONAL WETLAND AND WATER STUDIES ON STATE ROAD AS THE PROJECT LIMITS HAVE BEEN EXTENDED 350' TO THE WEST.	
			After		581		0	0	0	0	162,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162,000		
W GIRARD AVE O/ CSX(C) PHILADELPHIA	78764	CON	Before	STU	581		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Adjust	STU	581		0	0	0	30,000	7,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,500	PROJECT COMPLETE, ADDING FUNDS TO ADDRESS AUCS.
			After	STU	581		0	0	0	30,000	7,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,500		
L VALLEY O/ OFFICERS RUN(C) CHESTER	69919	CON	Before	STU	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Adjust	STU	TC		0	0	0	375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375,000	PROJECT COMPLETE, ADDING FUNDS TO ADDRESS AUCS.
			After	STU	TC		0	0	0	375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375,000		
ADA RAMPS 2020 PHILA COUNTY(C) PHILADELPHIA	12886	CON	Before	STU	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Adjust	STU	TC		0	0	0	650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650,000	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUCS.
			After	STU	TC		0	0	0	650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650,000		
Before FFY Totals							100,000	0	0	3,337,408	1,258,722	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	3,895,167	46,000	4,588,032	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	27,059,211			
FFY Adjustment Totals							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals							100,000	0	0	3,337,408	1,258,722	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	3,895,167	46,000	4,588,032	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	27,059,211			

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
Chart #158

Chart: 158

* Positive number denotes a surplus/negative denotes a deficit

Administrative Action			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks					
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC						
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	582,696	1,087,000	1,272,430	0	422,209	25,000	0	674,000	491,000	310,000	3,023,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	61,122,492	56,851,629	0	127,087,291	LINE ITEM				
			Adjust	BOF	185	0	0	568,000	106,000	35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(697,600)		(130,800)	0	(119,400)	
			After	BOF	185	0	348,000	204,835	1,150,696	1,193,000	1,307,430	0	422,209	25,000	0	674,000	491,000	310,000	3,023,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	126,967,891					
LLOYD ST O/ AMTRAK DELAWARE SR,7301.LYD	57773	CON	Before	BOF	183	0	0	0	568,000	106,000	35,000	400,000	75,000	25,000	0	0	0	750,000	141,000	47,000	0	0	0	0	0	0	0	0	0	3,563,508	668,220	222,407	6,601,135	CASH FLOWING BASED ON CURRENT LET DATE.				
			Adjust	BOF	183	0	0	0	(568,000)	(106,000)	(35,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		697,600	130,800	43,600	163,000
			After	BOF	183	0	0	0	0	0	0	0	0	400,000	75,000	25,000	0	0	0	750,000	141,000	47,000	0	0	0	0	0	0	0	0	0	0	4,261,108		799,020	266,007	6,764,135	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	1,150,696	1,193,000	1,307,430	0	422,209	25,000	0	674,000	491,000	310,000	3,023,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	126,967,891	LINE ITEM				
			Adjust	BOF	185	0	0	0	(802,000)	(151,000)	(50,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	(1,003,000)		
			After	BOF	185	0	348,000	204,835	348,696	1,042,000	1,257,430	0	422,209	25,000	0	674,000	491,000	310,000	3,023,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	125,964,891					
HADFIELD RD O/ BEAVER CREEK(C) CHESTER SR,7015,244	86064	CON	Before	BOF	183	0	0	0	1,344,355	252,063	85,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,681,418	ADDITIONAL FUNDS NEEDED TO COVER SHOP INSPECTION COSTS.				
			Adjust	BOF	183	0	0	0	148,000	28,000	9,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		185,000			
			After	BOF	183	0	0	0	1,492,355	280,063	94,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,866,418			
FETTERS MILL RD O/ PENNYPACK CR MONTGOMERY SR,7046,027	80052	CON	Before	BOF	185	2,546,000	477,000	159,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,182,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.				
			Adjust	BOF	185	0	0	0	654,000	0	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		695,000			
			After	BOF	185	2,546,000	477,000	159,000	654,000	0	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,877,000			
FETTERS MILL RD O/ PENNYPACK CR MONTGOMERY SR,7046,027	80052	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.			
			Adjust		183	0	0	0	0	123,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123,000				
			After		183	0	0	0	0	123,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123,000				
Before FFY Totals						2,546,000	1,173,000	568,670	3,645,747	2,638,063	2,699,860	400,000	919,418	75,000	0	1,348,000	982,000	1,370,000	6,187,000	47,000	0	130,000	0	546,000	0	0	594,000	76,000	0	125,110,892	114,240,678	222,407	265,519,735	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.				
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43,600	0	43,600						
After FFY Totals						2,546,000	1,173,000	568,670	3,645,747	2,638,063	2,699,860	400,000	919,418	75,000	0	1,348,000	982,000	1,370,000	6,187,000	47,000	0	130,000	0	546,000	0	0	594,000	76,000	0	125,110,892	114,240,678	266,007	265,563,335					

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024
Chart #159

Chart: 159

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS FFY 2031			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
REGIONAL SAFETY INITI	57927	CON	Before	HSIP			0	0	0	884,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	230,631,304	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP			0	0	0	(143,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(143,000)		
			After	HSIP			0	0	0	0	741,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	230,488,304	
BETHLEHEM PIKE SAFETY IMPROVEMENTS(C)	114944	CON	Before	HSIP	TC		1,279,006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,279,006	ADDING FUNDS FOR FIBER RELATED UPGRADES AS PART OF THE PROJECT.		
MONTGOMERY			Adjust	HSIP	TC		0	0	0	143,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143,000		
SR,2018,SIP			After	HSIP	TC		1,279,006	0	0	0	143,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,422,006	
BETHLEHEM PIKE SAFETY IMPROVEMENTS(C)	114944	CON	Before	sHSIP	TC		1,496,994	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,496,994	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.		
MONTGOMERY			Adjust	sHSIP	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,2018,SIP			After	sHSIP	TC		1,496,994	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,496,994	
Before FFY Totals							2,776,000	0	0	884,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	233,407,304		
FFY Adjustment Totals							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals							2,776,000	0	0	884,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	233,407,304		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR JULY 2024
Chart #160

Chart: 160

* Positive number denotes a surplus/Negative denotes a deficit

Project Title	MPMS	Phs	Amts.	Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks		
				Fed.	Sta.	LOC.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
Administrative Action																																					
DVRPC CMAQ PROGRAM	48201	CON	Before	CAQ		0	0	0	0	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,594,000	LINE ITEM		
DELAWARE			Adjust	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			After	CAQ		0	0	0	0	0	0	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,594,000
CMAQ LINE ITEM	84318	CON	Before	CAQ		68,451	0	0	1,582,586	0	32,000	7,935,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	94,847,037	LINE ITEM			
BUCKS			Adjust	CAQ		0	0	0	2,915,000	0	3,318,000	(3,003,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,230,000		
SR,---,SSS			After	CAQ		68,451	0	0	4,497,586	0	3,350,000	4,932,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	98,077,037				
DRESHERTOWN RD CC TRL	114172	CON	Before	CAQ	LOC	0	0	0	2,194,000	0	3,188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,382,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.			
MONTGOMERY			Adjust	CAQ	LOC	0	0	0	(2,194,000)	0	(3,188,000)	2,260,000	0	3,188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66,000			
SR,2024,VDT			After	CAQ	LOC	0	0	0	0	0	0	2,260,000	0	3,188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,448,000			
EAST DELCO BIKEWAY IMPLEMENTATION PROGRAM	118494	CON	Before	CAQ	LOC	0	0	0	521,000	0	130,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	651,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.			
DELAWARE			Adjust	CAQ	LOC	0	0	0	(521,000)	0	(130,000)	537,000	0	134,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000				
SR,---,TOP			After	CAQ	LOC	0	0	0	0	0	0	537,000	0	134,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	671,000			
ON ROAD BIKE RETROFITS	63406	PE	Before	CAQ	TC	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.				
PHILADELPHIA			Adjust	CAQ	TC	0	0	0	(200,000)	0	0	206,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000				
SR,---,---			After	CAQ	TC	200,000	0	0	0	0	0	206,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	406,000				
Amendment																																					
DVRPC CMAQ PROGRAM	48201	CON	Before	CAQ		0	0	0	0	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,594,000	LINE ITEM			
DELAWARE			Adjust	CAQ		0	0	0	0	0	0	(9,747,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(9,747,000)			
			After	CAQ		0	0	0	0	0	0	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,847,000		
CMAQ LINE ITEM	84318	CON	Before	CAQ		68,451	0	0	4,497,586	0	3,350,000	4,932,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	98,077,037	LINE ITEM			
BUCKS			Adjust	CAQ		0	0	0	(2,497,586)	0	0	(3,932,000)	0	0	(4,823,414)	0	0	8,358,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,895,000)			
SR,---,SSS			After	CAQ		68,451	0	0	2,000,000	0	3,350,000	1,000,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	95,182,037				
RIDGE/GERMANTOWN INTERSECTION REALIGNMENT	102273	CON	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	8,358,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,358,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE FOR THE PROJECT. ALSO ADVANCING FUNDS FROM TYP TO TIP.				
MONTGOMERY			Adjust	CAQ	TC	0	0	0	2,497,586	0	0	13,679,000	0	0	4,823,414	0	0	(8,358,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,642,000				
SR,4031,PH1			After	CAQ	TC	0	0	0	2,497,586	0	0	13,679,000	0	0	4,823,414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,000,000				
Before FFY Totals						336,902	0	0	8,995,172	0	6,700,000	32,361,000	0	0	31,624,000	0	1,982,000	15,064,000	0	0	23,930,000	0	0	16,706,000	0	0	23,930,000	0	0	81,274,000	0	0	242,903,074				
FFY Adjustment Totals						0	0	0	0	0	0	0	0	3,322,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,322,000	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.			
After FFY Totals						336,902	0	0	8,995,172	0	6,700,000	32,361,000	0	3,322,000	31,624,000	0	1,982,000	15,064,000	0	0	23,930,000	0	0	16,706,000	0	0	23,930,000	0	0	81,274,000	0	0	246,225,074				

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135114) D6-0 Statewide & DVRPC TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
TIIF Reserve / Central Office	60469	CON	Before	eSTP	e581		8,387,161		200,000	1,614,937		1,000,000	11,428,376		800,000	19,320,000		TIIF Reserve LI utilized as source of funds to maintain fiscal constraint.	
			Adjust	eSTP	e581					(898,842)				(1,101,158)					
			After	eSTP	e581		8,387,161		200,000	716,095		1,000,000	10,327,218		800,000	19,320,000			
Lincoln Highway Streetscape 3070/DCA Chester	111761	CON	Before		e581					1,101,158								Cashflow ensuring 2024 funds availability. This project is covered on the 2025 DRAFT TIP.	
			Adjust		e581					(1,101,158)			1,101,158						
			After		e581								1,101,158						
SR3 Improv Ellis Prsrv R7 (C) 3/MTF Delaware	116262	CON	Before															Increase CON phase for the addition of an eastbound and westbound through-lane and ADA, stormwater, and traffic signal improvements to improve traffic flow.	
			Adjust		e581					2,000,000									
			After		e581					2,000,000									
Before Totals						\$0	\$8,387,161	\$0	\$200,000	\$2,716,095	\$0	\$1,000,000	\$11,428,376	\$0	\$800,000	\$19,320,000	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$8,387,161	\$0	\$200,000	\$2,716,095	\$0	\$1,000,000	\$11,428,376	\$0	\$800,000	\$19,320,000	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135036) D6-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth										
Interstate Contingency / Central Office	75891	CON	Before	NHPP					6,307,958			29,660,501			37,865,504			Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Adjust	NHPP					(40,000)									
			After	NHPP					6,267,958				29,660,501			37,865,504		
I-95: Betsy Ross Ramps(C) 95/BR0 Philadelphia	79903	CON	Before															Increase to cover AUC. Flagger service for additional signal work. Additional electrical work at Richmond Street intersections by Carr & Duff.
			Adjust	NHPP					40,000									
			After	NHPP					40,000									
Before Totals						\$0	\$0	\$0	\$6,307,958	\$0	\$0	\$29,660,501	\$0	\$0	\$37,865,504	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$6,307,958	\$0	\$0	\$29,660,501	\$0	\$0	\$37,865,504	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134970) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth										
6-0 Systemwide Ped Countdown Signals(PCS)(C) /SIP Montgomery	119301	CON	Before	sHVRU					2,581,406			221,000						Reduce phase to obligated amount.
			Adjust	sHVRU									(221,000)					
			After	sHVRU						2,581,406								
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					1,254,129			6,723,666			31,045,038			Funds returned to HSIP Set Aside Reserve line item.
			Adjust	sHSIP								221,000						
			After	sHSIP						1,254,129			6,944,666			31,045,038		
Before Totals						\$0	\$0	\$0	\$3,835,535	\$0	\$0	\$6,944,666	\$0	\$0	\$31,045,038	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$0	\$0	\$3,835,535	\$0	\$0	\$6,944,666	\$0	\$0	\$31,045,038	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135088) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth											
High Street Pedestrian Safety Improvements(C) 2003/SIP Chester	115425	FD	Before	sHVRU		183,000												Increase phase with VRU funds to cover AUC.	
			Before	HSIP		141,000													
			Adjust	sHVRU						79,819									
			Adjust	HSIP															
			After	sHVRU		183,000				79,819									
			After	HSIP		141,000													
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					955,599			6,944,666			31,194,303			Statewide HSIP Set Aside Reserve line item used as source of funds to maintain fiscal constraint.	
			Before																
			Adjust	sHSIP						(79,819)									
			Adjust																
			After	sHSIP						875,780			6,944,666			31,194,303			
			After																
Before Totals						\$324,000	\$0	\$0	\$955,599	\$0	\$0	\$6,944,666	\$0	\$0	\$31,194,303	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$324,000	\$0	\$0	\$955,599	\$0	\$0	\$6,944,666	\$0	\$0	\$31,194,303	\$0	\$0		

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135138) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks		
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth			
High Street Pedestrian Safety Improvements(C) 2003/SIP Chester	115425	FD	Before	HSIP		141,000												Increase phase with VRU funds to cover AUC.		
			Before	sHVRU		183,000			79,819											
			Adjust	HSIP																
			Adjust	sHVRU						98,181										
			After	HSIP		141,000														
			After	sHVRU		183,000					178,000									
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					875,780			6,944,666			31,194,303			Statewide HSIP Set Aside Reserve line item used as source of funds to maintain fiscal constraint.		
			Before																	
			Adjust	sHSIP						(98,181)										
			Adjust																	
			After	sHSIP						777,599			6,944,666			31,194,303				
			After																	
Before Totals						\$324,000	\$0	\$0	\$955,599	\$0	\$0	\$6,944,666	\$0	\$0	\$31,194,303	\$0	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
After Totals						\$324,000	\$0	\$0	\$955,599	\$0	\$0	\$6,944,666	\$0	\$0	\$31,194,303	\$0	\$0			

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135141) D6-0 Statewide & DVRPC TIPs			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks		
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State		Loc/Oth	
Multimodal Reserve / Central Office	102893	CON	Before		411		64,331,332			45,468,951			83,603,000			80,603,000		Multimodal Reserve LI used as source of funds to maintain fiscal constraint.	
			Adjust		411					(849,775)									
			After		411		64,331,332			44,619,176				83,603,000			80,603,000		
Mowere Road Reconstruction R9 /MTF Chester	120276	ROW	Before															Increase ROW phase. LOC/OTH match additional to the TIP.	
			Adjust		411						20,000								
			After		411						20,000								
Mowere Road Reconstruction R9 /MTF Chester	120276	CON	Before															Increase CON phase. LOC/OTH match additional to the TIP. \$294K LOC / \$100K OTH	
			Before																
			Adjust		411						849,775	294,000							
			Adjust									100,000							
			After		411						849,775	294,000							
			After									100,000							
Before Totals						\$0	\$64,331,332	\$0	\$0	\$45,468,951	\$0	\$0	\$83,603,000	\$0	\$0	\$80,603,000	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$414,000	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$64,331,332	\$0	\$0	\$45,468,951	\$414,000	\$0	\$83,603,000	\$0	\$0	\$80,603,000	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135151) D6-0 Statewide & DVRPC TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve / Central Office	102893	CON	Before		411		64,331,332			44,619,176			83,603,000			80,603,000		Multimodal Reserve LI used as source of funds to maintain fiscal constraint.
			Adjust		411					(2,274,377)								
			After		411		64,331,332			42,344,799				83,603,000			80,603,000	
69th Street: Walnut St to Marshall Rd R9 /MTF Delaware	120280	PE	Before															Add PE phase. Local match is additional to the TIP.
			Adjust		411					116,043	43,163							
			After		411					116,043	43,163							
69th Street: Walnut St to Marshall Rd R9 /MTF Delaware	120280	CON	Before															Add CON phase. Local match is additional to the TIP.
			Adjust		411					2,158,334	802,820							
			After		411					2,158,334	802,820							
Before Totals						\$0	\$64,331,332	\$0	\$0	\$44,619,176	\$0	\$0	\$83,603,000	\$0	\$0	\$80,603,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$845,983	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$64,331,332	\$0	\$0	\$44,619,176	\$845,983	\$0	\$0	\$83,603,000	\$0	\$0	\$80,603,000	

NOTES

***NJDOT Fiscal Constraint Charts
(July 2024)***

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	9.927	32.532	148.428	190.887
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Route 168, Merchant Street to Ferry Avenue, Pavement	10341	BEFORE		Camden	2.267	0.000	0.000	0.000	2.267
		CON	STATE		(2.267)	2.267	0.000	0.000	0.000
		AFTER			0.000	2.267	0.000	0.000	2.267
Total					(2.267)	2.267	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	9.927	32.532	148.428	190.887
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>									

SEPTA Fiscal Constraint Charts ***(July 2024)***

DVRPC FFY 2023-2026 TIP for Pennsylvania
 Fiscal Constraint Chart
 SEPTA TIP Actions for June 2024
 Federal and State Funds (in \$1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	
Communication, Signals, & Technology Improvements	102571	CAP	Before	5307	1514	35,008	4,225	141	Amendment to add projects to meet pre-award authority requirements.
			Before	5337	1514	47,968	9,463	315	
			Before	OTH	1514	0	0	5,000	
			Before	n/a	1514	0	11,022	13,493	
			Adjust	5307	1514	0	0	0	
			Adjust	5337	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	0	0	
			After	5307	1514	35,008	4,225	141	
			After	5337	1514	47,968	9,463	315	
			After	OTH	1514	0	0	5,000	
			After	n/a	1514	0	11,022	13,493	
Safety and Security Improvements	107011	ERC	Before	5307	1514	12,987	2,755	92	Amendment to add projects to meet pre-award authority requirements.
			Before	TIG	1514	0	0	0	
			Before	CARES	1514	0	0	0	
			Before	5312	1514	0	0	0	
			Before	n/a	1514	0	27,077	7,077	
			Adjust	5307	1514	0	0	0	
			Adjust	TIG	1514	0	0	0	
			Adjust	CARES	1514	0	0	0	
			Adjust	5312	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	0	0	
			After	5307	1514	12,987	2,755	92	
			After	TIG	1514	0	0	0	
After	CARES	1514	0	0	0				
After	5312	1514	0	0	0				
After	n/a	1514	0	27,077	7,077				
Summary of Changes			Before			984,829	446,971	259,534	
			Adjust			0	0	0	
			After			984,829	446,971	259,534	

***NJ TRANSIT Fiscal Constraint Charts
(July 2024)***

**DVRPC FY2024 TIP for New Jersey
Fiscal Constraint Chart
DVRPC Regional Transit (NJ TRANSIT) Program (in Millions)
DVRPC Fiscal Constraint Chart #14**

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Project Title/ Program/ County	DB #	Phase	Action	Fund Type	Prior Years		Four Years of the TIP (FY24-27)					Out Years					10-Yr Total	Remarks		
					2022	2023	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032			2033	Out Yrs Total
SJ BRT/Avandale Park Ride NJ TRANSIT Various Counties	T630	ERC	Before	SECT 5339/5307		2.000	0.000	0.000				0.000						0.000	0.000	Formal Action NJ24-046 will amend the TIP by adding a previous TIP project, the SJ BRT/Avandale Park & Ride (DB #1630), back into the TIP with prior year FY23 unobligated funds in the amount of \$2 M SECT 5339/5307 for the ERC Phase in FY24.
			Adjust	SECT 5339/5307		-2.000	2.000	0.000				2.000						0.000	2.000	
			After	SECT 5339/5307		0.000	2.000	0.000	0.000	0.000			2.000						0.000	
Grand Total (Adjust)						-2.000	2.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000		
Grand Total (After)						0.000	2.000	0.000	0.000	0.000	2.000							0.000	2.000	

***DVRPC Local Fiscal Constraint Chart
(July 2024)***

DVRPC FY2024 TIP for New Jersey (FY24-FY27)

Fiscal Constraint Chart #11

DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)							10-Yr Total	Remarks	
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total			
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	3.595	0.000	0.000	0.000	3.595	0.000	1.315	1.488	7.862	11.006	12.174	33.845	37.440	Informational action to modify the TIP by decreasing the FY24 ERC Phase by \$0.445 M STBGP-PHILA from \$3.595 M STBGP-PHILA to \$3.15 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	-0.445	0.000	0.000	0.000	-0.445	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		(0.445)
			After	STBGP-PHILA	3.150	0.000	0.000	0.000	3.150	0.000	1.315	1.488	7.862	11.006	12.174	33.845	36.995		
CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement Local Burlington	D2202	PE	Before	STBGP-PHILA	0.500	0.000	0.000	0.000	0.500							0.000	0.500	Informational action to modify the TIP by increasing FY24 PE Phase in the amount of \$0.445 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	0.445	0.000		0.000	0.445	0.000	0.000	0.000				0.000	0.445		
			After	STBGP-PHILA	0.945	0.000	0.000	0.000	0.945	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.945
Total Before					4.095	0.000	0.000	0.000	0.000	0.000	1.315	1.488	7.862	11.006	12.174	21.671	21.671	Fiscal Constraint is maintained.	
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Total After					4.095	0.000	0.000	0.000	4.095	0.000	1.315	1.488	7.862	11.006	12.174	21.671	25.766		

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2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability_qa.cfm

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart #13
DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)				Out Years (FY28-33)						10-Yr Total	Remarks			
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033		Out Yrs Total		
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	3.150	0.000	0.000	0.000	3.150	0.000	1.315	1.488	7.862	11.006	12.174	33.845	36.995	Administrative action to add \$3.027 M STBGP-PHILA to the FY24 ERC Phase; remove \$2.221 M STBGP-PHILA from the FY25 ERC Phase; add \$0.316 M STBGP-PHILA to the FY26 ERC Phase; add \$0.647 M STBGP-PHILA to the FY27 ERC Phase; add \$0.861 M STBGP-PHILA to the FY28 ERC Phase; remove \$0.44 M STBGP-PHILA from the FY29 ERC Phase; remove \$0.5 M STBGP-PHILA from the FY30 ERC Phase; and remove \$3.25 M STBGP-PHILA from the FY31 ERC Phase. A total of \$1.56 M STBGP-PHILA will be removed, from \$36.995 M STBGP-PHILA to \$35.435 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	3.027	-2.221	0.316	0.647	1.769	0.861	(0.440)	(0.500)	(3.250)	0.000	0.000	(3.329)	(1.560)		
			After	STBGP-PHILA	6.177	-2.221	0.316	0.647	4.919	0.861	0.875	0.988	4.612	11.006	12.174	30.516	35.435		
CR 614, 603, New Albany Rd Local Burlington	D2201	PE	Before	STBGP-PHILA			0.000	0.000	0.000								0.000	0.000	
			Adjust	STBGP-PHILA	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000						0.000	0.250
			After	STBGP-PHILA	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
CR 614, 603, New Albany Rd Local Burlington	D2201	FD	Before	STBGP-PHILA			0.000	0.000	0.000								0.000	0.000	
			Adjust	STBGP-PHILA	0.000	0.000	0.000	0.370	0.370	0.000	0.000	0.000						0.000	0.370
			After	STBGP-PHILA	0.000	0.000	0.000	0.370	0.370	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.370
CR 614, 603, New Albany Rd Local Burlington	D2201	CON	Before	STBGP-PHILA			0.000	0.000	0.000								0.000	0.000	
			Adjust	STBGP-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	3.250					5.250	5.250
			After	STBGP-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	3.250	0.000	0.000	0.000	0.000	5.250	5.250
CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Local Burlington	D2202	FD	Before	STBGP-PHILA		0.750	0.000	0.000	0.750								0.000	0.750	
			Adjust	STBGP-PHILA	0.000	-0.750	0.700	0.000	-0.050	0.000	0.000	0.000						0.000	(0.050)
			After	STBGP-PHILA	0.000	0.000	0.700	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700
Erial Rd and College Drive Intersection Local Camden	D2204	FD	Before	STBGP-PHILA		0.400	0.000	0.000	0.400								0.000	0.400	
			Adjust	STBGP-PHILA	0.000	-0.400	0.400	0.000	0.000	0.000	0.000	0.000						0.000	0.000
			After	STBGP-PHILA	0.000	0.000	0.400	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400
CR 551 (Broadway) Elevation, Little Timber Creek to Route 130 Local Camden	D2203	FD	Before	STBGP-PHILA		0.350	0.000	0.000	0.350								0.000	0.350	
			Adjust	STBGP-PHILA	0.000	-0.350	0.350	0.000	0.000	0.000	0.000	0.000						0.000	0.000
			After	STBGP-PHILA	0.000	0.000	0.350	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.350
Burnt Mill Road (CR 670) and White Horse Road (CR 673) Local Camden	D2213	PE	Before	STBGP-PHILA	0.000	0.000	0.000	0.000	0.000								0.000	0.000	
			Adjust	STBGP-PHILA	0.000	0.206	0.000	0.000	0.206	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.206
			After	STBGP-PHILA	0.000	0.206	0.000	0.000	0.206	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.206
Burnt Mill Road (CR 670) and White Horse Road (CR 673) Local Camden	D2213	FD	Before	STBGP-PHILA		0.000	0.000	0.000	0.000		0.000	0.000					0.000	0.000	
			Adjust	STBGP-PHILA	0.000	0.000	0.310	0.000	0.310	0.000	0.000	0.000	0.000					0.000	0.310
			After	STBGP-PHILA	0.000	0.000	0.310	0.000	0.310	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.310
Burnt Mill Road (CR 670) and White Horse Road (CR 673) Local Camden	D2213	CON	Before	STBGP-PHILA		2.158	1.400	1.642	5.200	0.000	0.000	0.000					0.000	5.200	
			Adjust	STBGP-PHILA	0.000	-2.158	-1.400	0.158	-3.400	0.000	0.000	0.000						0.000	(3.400)
			After	STBGP-PHILA	0.000	0.000	0.000	1.800	1.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.800
Raighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements) Local Camden	D1709	CON	Before	STBGP-PHILA		1.008	0.915	0.690	2.613	1.000	1.851	2.300	1.554				6.705	9.318	
			Adjust	STBGP-PHILA	0.000	-1.008	0.000	1.008	0.000	0.000	0.000							0.000	0.000
			After	STBGP-PHILA	0.000	0.000	0.000	1.698	2.613	1.000	1.851	2.300	1.554	0.000	0.000	0.000	0.000	6.705	9.318
CR 544 (Evesham Rd), NJ 41 to Schubert Ave Local Camden	D2208	CON	Before	STBGP-PHILA	3.027	0.000	0.000	0.000	3.027	0.000	0.000	0.000					0.000	3.027	
			Adjust	STBGP-PHILA	-3.027	1.651	0.000	0.000	-1.376	0.000	0.000	0.000						0.000	(1.376)
			After	STBGP-PHILA	0.000	1.651	0.000	0.000	1.651	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.651
Gloucester County Multi-Purpose Trail Extension - Glasboro Elk Trail Local Gloucester	D1203	CON	Before	STBGP-PHILA		0.500	0.676	2.183	3.359	0.861	0.560	0.500					1.921	5.280	
			Adjust	STBGP-PHILA	0.000	4.780	-0.676	-2.183	1.921	(0.861)	(0.560)	(0.500)						(1.921)	0.000
			After	STBGP-PHILA	0.000	5.280	0.000	0.000	5.280	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.280
Total Before					6.177	5.166	2.991	4.515	12.672	0.000	1.315	1.488	7.862	11.006	12.174	21.671	34.343		
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total After					6.177	5.166	2.991	4.515	12.672	0.000	0.875	1.488	4.612	11.006	12.174	17.981	36.830		

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Index of Frequently Used Transportation Acronyms, Codes, and Terminology in the TIP Actions Packet

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

*Acronym applies to the Pennsylvania (PA) TIP only.

**Acronym applies to the New Jersey (NJ) TIP only.

No asterisk means acronym applies to both PA and NJ TIPs.

PROJECT PHASES OF WORK		
Acronym	Definition	Description
**CAP	Capital Acquisition	Used to denote the acquisition of rolling stock by NJ TRANSIT.
*CAP	Capital Asset Construction	Involves construction of buildings, structures, equipment, or intellectual property.
**CD	Concept Development	Involves traffic studies, needs analyses, corridor studies, and other preparatory work for New Jersey project development.
CON	Construction	Involves the actual building of a project.
*DES	Final Design	Consists of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.
DS	Debt Service	Involves scheduled payments due for principal and interest on bonds for transit operator.
EC	Engineering/Construction	Funding can be used for both design and/or construction costs.
ER	Engineering/Right-of-Way	Funding can be used for both design and/or right-of-way costs.
ERC	Engineering/Right-of-Way/Construction	Funding can be used for design, right-of-way, and/or construction costs.
FD	Final Design	The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input and the needs of the traveling public.
**LPD	Local Preliminary Design	Preliminary design done by a local entity (local government, municipality) for New Jersey transportation projects.
OP	Operations Phase	Funding can be used for any activity required for the operation of a transit system.
**PD	Preliminary Design	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for New Jersey transportation projects.

F – Denotes Federal Funding

S – Denotes State Funding

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PROJECT PHASES OF WORK (Continued)		
Acronym	Definition	Description
PE	Preliminary Engineering	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for Pennsylvania transportation projects.
PLS	Planning Study	Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.
*PRD	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.
**PR	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.
*PUR	Purchase of Equipment	Involves the purchasing of equipment for Pennsylvania transportation projects.
ROW	Right-of-Way Acquisition	Involves purchasing the land needed to build a project.
**SWI	Statewide Investment	Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases work, that address a specific mobility issue
UTL	Utilities	Utility relocation work associated with a project.

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HIGHWAY PROJECT FUNDING SOURCES

	<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
S	*A-073	Appropriation 073	State funding provided for Green Light-Go projects. Funds are appropriated out of the Motor License Fund and provided in a form of grants to municipalities for the operation and maintenance of traffic signals along critical and designated corridors on state highways and requires a municipal or private match of not less than 50% of the amount of funds to be provided. See Act 89 of 2013: Title 75, Section 9511(e.1).
S	*183/H-STATE	Appropriation 183	State funding which can be applied to local bridge projects.
S	*185/H-STATE	Appropriation 185	State funding which can be applied to state bridge projects.
S	*581/H-STATE	Appropriation 581	State funding which can be applied to highway projects on the state highway system.
S	*582/H-STATE	Appropriation 582	State funding which can be applied to the operations of various maintenance activities such as resurfacing projects maintenance personnel, and other maintenance operations
S	*916	Act 44	State funding to be used for the preservation and restoration of roadways and structurally deficient bridges as well as operations and maintenance of the system.
S	*ACT13	Act 13 of 2012	State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.
S	*BND	Bond Funds	State funding made available from the sale of state bonds and is applied to resurfacing projects, structurally deficient bridge projects, safety and capacity management projects.
F	**BFP-OS-BRDG	Bridge Formula Program Off System Bridge	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.
F	BFP	Bridge Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads.
F	BRIDGE	Federal Bridge Program	Provides funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete. This program is merged into NHPP in MAP-21.
F	**BRIDGE-OFF		Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete. This program is merged into NHPP in MAP-21.

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

<i>Acronym</i>		<i>Definition</i>	<i>Description</i>
F	CR	Carbon Reduction Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies.
F	CRRSAA	Coronavirus Response and Recovery Supplemental Appropriations Act	This federal-aid funding category was established under the The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and appropriated funds by geographic regions.
F	DEMO	Demonstration Funds	Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category includes “demonstration” funding provided under Transportation Equity Act for the 21 st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects with “demonstration”, or “high priority project”, funding often have special rules of use.
F	EB	Equity Bonus Program	Provides federal funding to states based on equity considerations. This program is discontinued in MAP-21.
F	ER	Emergency Relief Program	Provides federal funding for emergency and permanent repairs on Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of a natural or man-made disaster.
S	*ECON	Economic Development	Special bond funding from the State Department of Economic Development. This fund type is now known as Transportation Infrastructure Investment (TIFF).
F	*ECON-R	American Recovery and Reinvestment Act Funds	Provides American Recovery and Reinvestment Act funding to State projects for restoration, repair, construction and other activities under the Surface Transportation Program.
F	*eSTP	Economic Development Surface Transportation Program Funds	A portion of Pennsylvania’s funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	FERRY	Federal Ferry Funds	Provides funding for the rehabilitation and/or development of ferry facilities throughout the State. FERRY is replaced by FBP in MAP-21.

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 **Acronym applies to the New Jersey (NJ) TIP only.

HIGHWAY PROJECT FUNDING SOURCES (Continued)		
<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
F	**NEVFP National Electric Vehicle Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
F	**PFP PROTECT Formula Program	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) was established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
F	STBGPP (formerly STP) Surface Transportation Block Grant Program (formerly Surface Transportation Program)	Provides funding previously made available under various smaller federal-aid categories as well as broad, flexible components, such as safety and projects under the new Transportation Alternatives program (TAP). For the first time, truck parking and surface transportation infrastructure improvements at port terminals became eligible under MAP-21. STP remained the core federal highway program and with the broadest eligibility criteria in MAP-21. New eligible project categories added, while existing eligibilities are maintained under the FAST Act.
F	**STBGP-OS-BRDG Surface Transportation Block Grant Program Off System Bridges	This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.
F	STP-STU Surface Transportation Program-Urban Allocation	Urban allocation of flexible federal funding that may be used by states and localities for projects on any Federal Aid highway, including the NHS and bridge projects on any road. Funds are typically used on highway projects, but can be used for transit capital projects and intracity and intercity bus terminals and facilities.
F	STP-TE Surface Transportation Program-Transportation Enhancement Program	Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE was incorporated into the Transportation Alternatives Program (TAP) in MAP-21.

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HIGHWAY PROJECT FUNDING SOURCES (Continued)			
<i>Acronym</i>	<i>Definition</i>	<i>Description</i>	
F	STP Set-Aside (formerly TAP)	Surface Transportation Program Set-Aside (formerly Transportation Alternatives Program)	Provides set-aside federal funding for programs combined from the previous authorization, SAFETEA-LU, which are: Transportation Enhancements, Recreational Trails, and the federal-aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects. Under FAST Act, program's core elements and existing eligibilities are maintained. However, funds will no longer be a takedown of core programs. MPOs with over 200,000 populations may flex (transfer) half of funds for any STP-eligible project, but MPOs must distribute funds "in consultation with the relevant state."
F	SXF	Special Federal Earmarks	Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.
S	*TIFF	Transportation Infrastructure Investment Fund	Formerly Economic Development, \$25 million state funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	TIGER or CTDG	Competitive Transportation Investment Generating Economic Recovery Discretionary Grants	Special federal economic recovery funding used to spur a national competition for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.
S	**TTF	Transportation Trust Fund	Provides funding from the New Jersey Transportation Trust Fund.
S	*411/MTF	State Appropriations 411/Multimodal Transportation Fund	Competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania.

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TRANSIT PROJECT FUNDING SOURCES

<i>Acronym</i>		<i>Definition</i>	<i>Description</i>
S	**CASINO REVENUE	Casino Revenue	Provides state transit funding from the annual allocation of the 7.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.
S	*CB/ T-Bond	Capital Bonds	State funding used to match federal grants and support State funded initiatives.
F	**COPS	State Certificates of Participation	Federal funding freed up on existing COPS Notes substituting insurance policy for a cash reserve fund to guarantee payment to the note holders.
F	DRPA	Delaware River Port Authority	Delaware River Port Authority funds.
F	FTA FERRY	Federal Ferry Funds-FTA	Provides funding for the rehabilitation and/or development of ferry facilities throughout the state. It is discontinued in MAP-21.
F	HPP10	High Priority Projects	Special funding from congressional earmark provided under SAFETEA-LU.
F	HPP20	High Priority Projects	Special funding from congressional earmark provided under SAFETEA-LU.
F	JARC	Job Access and Reverse Commute Program	Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements. MAP-21 has repealed this program, but transit agencies can choose to use their formula funds from Section 5307 (Urbanized Area Formula Grants) and Section 5311 (Non-urbanized Area Formula Program) to continue funding JARC projects.

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TRANSIT PROJECT FUNDING SOURCES (Continued)

<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
F	NEW FREEDOM FTA 5317 Formula Program	Provides funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990. It has been merged with MAP-21’s Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.
S	*SEC 1514 Act 44 - Asset Improvement Program	State Act 44 funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.
S	*SEC 1515 Act 44 - New Initiatives Program	State Act 44 funding that is used to provide the framework to advance new or expansion of existing fixed guideway projects.
S	*SEC 1516 Act 44 - Programs of Statewide Significance	State Act 44 funding that fund programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization.
S	*SEC 1517 Act 44 - Capital Improvement Program	State Act 44 funding that is distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding.
F	SEC 5303, 5304, & 5305 FTA Metropolitan & Statewide and Nonmetropolitan Transportation Planning	Provides funding and procedural requirements for the state and MPOs to develop transportation plans and programs; plan, design and evaluate a public transportation project; and conduct technical studies related to public transportation.
F	SEC 5307 FTA Urbanized Area Formula Grants Program	Federal Transit Administration Urbanized Area Formula Program provides funding for capital, planning, and JARC-eligible activities as well as discretionary passenger ferry grants. Systems with 100 or fewer buses in urbanized areas over 200,000 became eligible to receive funding for operating expenses in MAP-21, but Section 5307 funds can no longer transfer to highway programs.
F	SEC 5309 FTA Capital Assistance Program/ FTA Fixed Guideway Capital Investments Grants/ “New Starts”	Federal Transit Administration Capital Investment Program funding that provides for transit capital projects that meet specific criteria either by earmarks (5309D - 5309 Discretionary/5309B – 5309 Bus) or by apportionment under a formula that only includes New Starts in MAP-21. Fixed Guideway Modernization and Bus and Bus Facilities programs, which were previously funded by SEC 5309, are now funded in MAP-21’s Sec. 5337 (State of Good Repair Program) and Sec. 5339 (Bus and Bus Facilities Program).

TRANSIT PROJECT FUNDING SOURCES (Continued)

	<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
F	SEC 5309D	FTA funds	Federal Congressional earmarks to projects.
F	SEC 5310	Elderly and Persons with Disabilities Program	Provides funding for the purchase of small buses or van-type vehicles with lifts for private or nonprofit agencies that serve the elderly and persons with disabilities.
		Enhanced Mobility of Seniors and Individuals with Disabilities Program	Provides funding for two programs merged from the previous authorization in MAP-21: NEW FREEDOM Sec. 5317 and previous authorization's Section 5310 Elderly and Persons with Disabilities Program.
F	SEC 5311	Non-urbanized (Rural) Area Formula Program	Provides funding for rural public transportation programs in areas with a population fewer than 50,000 according to the Census, including JARC-eligible activities from previous authorizations and in MAP-21.
F	SEC 5312	FTA Discretionary Public Transportation Innovation	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. Under MAP-21 this fund source contain the Low or No Emission Vehicle Deployment program.
F	SEC 5318	FTA Bus Test Facility	Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.
F	SEC 5324	Public Transportation Emergency Relief Program	Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing or have suffered serious damage as a result of a natural or man-made disaster that are not reimbursed by the Federal Emergency Management Agency (FEMA).
F	SEC 5326	FTA Transit Asset Management	Provides transit asset management and reporting requirements across FTA's grant programs to promote accountability.

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TRANSIT PROJECT FUNDING SOURCES

<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
F	SEC 5337 State of Good Repair Program	Provides dedicated formula-based funding for the replacement and rehabilitation of fixed guideway system and high-intensity motor-bus systems that use high-occupancy vehicles (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.
F	SEC 5339 Bus and Bus Facilities Program	Provides formula-based funding based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities with a 20 percent local match requirement. This replaces the previous authorization's Section 5309 Bus and Bus Facilities program.
F	SEC 5340 FTA 5340 Formula Program	Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21 (Sec 5307 and 5311) as in previous authorizations.
F	SEC 5340-G Growing States and High Density States Programs	Half of these funds are apportioned based on specific 15 year population forecasts and half are apportioned to urbanized areas within seven states identified in SAFETEA-LU, including New Jersey.
S	STATE State Transportation Funds	Provides funding from New Jersey Transportation Trust Fund or the Pennsylvania State Motor License Fund.

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

<i>Acronym</i>	<i>Definition</i>
Advance Construction	Allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-aid funds. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project
Allocation	An administrative distribution of funds for programs that do not have statutory distribution formulas.
AQ Code	Air Quality Code
ARRA	American Recovery and Reinvestment Act of 2009
AUC	Accrued Unbilled Costs - Costs on a project that have been accrued, usually during construction, but have not yet been programmed nor paid
CMP	Congestion Management Process
Contract Authority	A form of budget authority that permits obligations to be made in advance of appropriations.
CR	County Road
DB# or DBNUM	NJDOT Database or Project Number
DOT	Department of Transportation
DRPA/PATCO	Delaware River Port Authority/ Port Authority Transit Corporation
FAST	Fixing America's Surface Transportation Act (signed into law by President Obama on Dec. 4, 2015)
FHWA	Federal Highway Administration
Fiscal Constraint	A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.
FTA	Federal Transit Administration
FY	Fiscal Year
Illustrative Projects	Additional projects that would be included in the adopted transportation improvement program if reasonable additional resources beyond those identified in the financial plan were available.
ITS	Intelligent Transportation Systems
MAP-21	Moving Ahead for Progress in the 21st Century (P.L. 112-141)

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

Acronym	Definition
IIJA/BIL	On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) into law. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.
MPMS	Multi-Modal Project Management System; Note that MPMS# is PennDOT Database or Project Number.
MPO	Metropolitan Planning Organization
NJDOT	New Jersey Department of Transportation
NJTPA	North Jersey Transportation Planning Authority
Non-attainment Area	Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.
NRS	Not Regionally Significant
Obligation	Binding agreement or commitment by the federal government to pay for the federal share of a project's eligible cost and thus result in immediate or future outlays to the State. Funds are considered used when they are "obligated" even though cash has not yet been transferred to the State.
Obligation Authority	The total amount of funds that may be obligated in a year as determined by the Federal Highway Administration (FHWA) and adjusted by the State Department of Transportation.
Obligation Limitation	An annual Congressional restriction or ceiling on the amount of Federal assistance that may be obligated during a specific period of time. Controls the rate at which funds may be used.
Over programmed	Associated with the TIP/STIP in which the cumulative total of the programmed projects/project phases, by year, exceed the estimated revenues that are "reasonably expected to be available" to implement the TIP and/or STIP
PCTI	Pennsylvania Community Transportation Initiative
PennDOT	Pennsylvania Department of Transportation
Regionally Significant Project	A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs including, access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the travel demand modeling of a metropolitan area's transportation network.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEPTA	Southeastern Pennsylvania Transportation Authority

SJTPO	South Jersey Transportation Planning Organization
STIP	State Transportation Improvement Program
TSM	Transportation Systems Management



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Connect With Us!     

The Delaware Valley Regional Planning Commission (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 usually 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 meeting. Requests made within seven days 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 call (215) 592-1800 or email public_affairs@dvrpc.org.

ACTION ITEM

Date Prepared: June 17, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

July 9, 2024

Agenda Item:

3. Adoption of Conformity Determination for Amendment 3 of the *Connections 2050* Long-Range Plan and Draft FY 2025 TIP for Pennsylvania

Background/Analysis/Issues:

Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with (“conform to”) state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity for amendments of regionally significant projects to the *Connections 2050* Long-Range Plan (Plan) in Pennsylvania and the Draft FY 2025 TIP for Pennsylvania.

This conformity finding covers:

- Ozone (the Pennsylvania portion of the DVRPC planning area);
- Annual PM_{2.5} (Delaware County Maintenance Area); and
- Annual and 24-hour PM_{2.5} (the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Maintenance Area).

DVRPC held a public comment period from June 4, to July 8, 2024. DVRPC held two public meetings: a virtual meeting on June 10, and a hybrid public meeting with an in-person option at the DVRPC offices in Philadelphia, on June 11, 2024. DVRPC received no comments to date on the Draft Conformity determination.

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The RTC recommends that the DVRPC Board adopt the conformity finding of the Amendments to the *Connections 2050* Long-Range Plan and Draft FY 2025 Transportation Improvement Program (TIP) for the Pennsylvania portion of the DVRPC planning area by approving Resolution No. B-FY25-001.

Staff Contact:

Sean Greene, Manager of the Office of Freight and Clean Transportation

Attachments:

- 1) DVRPC Final Conformity Report Executive Summary
- 2) Resolution No. B-FY25-001

DRAFT Transportation Conformity Demonstration: *Connections 2050* Long-Range Plan, and FY2025 Pennsylvania TIP Executive Summary



June 2024

PUBLIC COMMENT PERIOD:

June 4, 2024 - July 8, 2024

submit your comments by:

button via webpage: www.dvrpc.org/airquality/conformity

by email: airconformity@dvrpc.org

or by mail:

Public Comments

c/o DVRPC Office of Communications and Engagement

190 N Independence Mall West, 8th Fl

Philadelphia, PA 19106-1520





The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.



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 mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All 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 must 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.

Executive Summary

Where is Transportation Conformity required?

Nonattainment

Areas: a region that currently does not meet the NAAQS.

Maintenance Areas: a region that **previously** violated air quality standards but currently meets them and has an approved Clean Air Act (CAA) section 175(a) maintenance plan.

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 Program (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (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 Amendment 3 (publication #24141A) to the *Connections 2050* Long-Range Plan ('Plan') and amendments a new Fiscal Year (FY) 2025–2028 Pennsylvania TIP. Since there have been no changes to the scope or analysis years of nonexempt and regionally significant projects in the New Jersey portion of the DVRPC region, a conformity determination is not required for the New Jersey portion of the Plan or New Jersey TIP.

The Delaware Valley Regional Planning Commission (DVRPC) region includes a complex combination of nonattainment and maintenance areas for ozone and fine particulate matter (PM_{2.5}). The region's ozone nonattainment area encompasses the entire nine-county DVRPC region,

while the PM_{2.5} 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 Executive Summary highlights DVRPC's conformity demonstration for:

Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS requirements in:

- the Pennsylvania portion of the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area; and

Direct PM_{2.5} and precursor NO_x meeting the 2006 24-Hour, and 2012 Annual PM_{2.5} NAAQS requirements in:

- the Pennsylvania portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour PM_{2.5} Maintenance Area, and
- the Delaware County, PA Annual PM_{2.5} Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC Plan and Pennsylvania TIP 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 Rule (Final Rule) requires that all regionally significant and nonexempt projects that are funded in the Plan and TIP must be included in the regional Travel Demand Model (TDM). Emissions from those modeled projects are then quantified using the latest U.S. Environmental Protection Agency (US EPA)-approved emissions modeling system, in this case the Motor Vehicle Emissions Simulator version 4 (MOVES 4). DVRPC has used the MOVES 4 model for this transportation conformity demonstration.

Conformity Test

Modeled emissions results from the projects in the Plan and TIPs are then compared to Motor Vehicle Emissions Budgets (MVEBs) contained in the SIPs to meet the NAAQS. When modeled emissions are less than the SIP budgets, the transportation conformity requirements have been met. This process is referred to as the “budget test.”

Pennsylvania has approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard, 1997 and 2012 Annual $PM_{2.5}$ standards, and 2006 24-Hour $PM_{2.5}$ standards. These budgets are used to demonstrate conformity for all of the current NAAQS requirements.

Analysis Years

When performing the budget test, DVRPC identifies a series of analysis years. Analysis years are benchmarks for the projects that are included in the TDM and emissions analysis. All projects that are expected to be open to traffic by the beginning of that analysis year are included in that year’s emissions analysis. The Final Rule includes guidance on the selection of analysis years. Analysis years must include SIP budget years, the final year of the Plan, and interim analysis years that are no more than 10 years apart extending out to the horizon year of the Plan.

MVEBs are established in each state’s SIP for specific years. The MVEBs set the emissions limits moving forward until the next SIP budget year. For example, the 2017 $PM_{2.5}$ SIP budgets in Pennsylvania establish emissions limits for all projects that are open to traffic after 2017 but before the new SIP budget year of 2025. The 2025 $PM_{2.5}$ SIP budgets establish emissions limits for all projects that are open to traffic after 2025 and until such time as a new SIP budget is approved by the U.S. EPA.

To demonstrate conformity for the ozone NAAQS, projected VOC and NO_x emissions in all analysis years must be below the SIP MVEBs for the given analysis years. VOCs and NO_x , which are heat-sensitive ozone precursors, are estimated for a typical summer week workday.

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 $PM_{2.5}$ are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual $PM_{2.5}$ emissions.

In the DVRPC region, the analysis years are 2025, 2035, 2045, and 2050. Delaware County has an additional SIP budget analysis year for annual $PM_{2.5}$ and the $PM_{2.5}$ precursor chemical NO_x , which is 2030.

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
2025	√	√	Interim Year and PM _{2.5} SIP budget year
2030		√	PM _{2.5} SIP budget year (Delaware County only)
2035	√	√	Year within 10 years of previous analysis
2045	√	√	Year within 10 years of previous analysis
2050	√	√	DVRPC Plan horizon year

Source: DVRPC, 2024

Findings

The DVRPC Plan and the TIPs are found to be in conformity with the current Pennsylvania 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 states' Departments of Environmental Protection (DEP) 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:

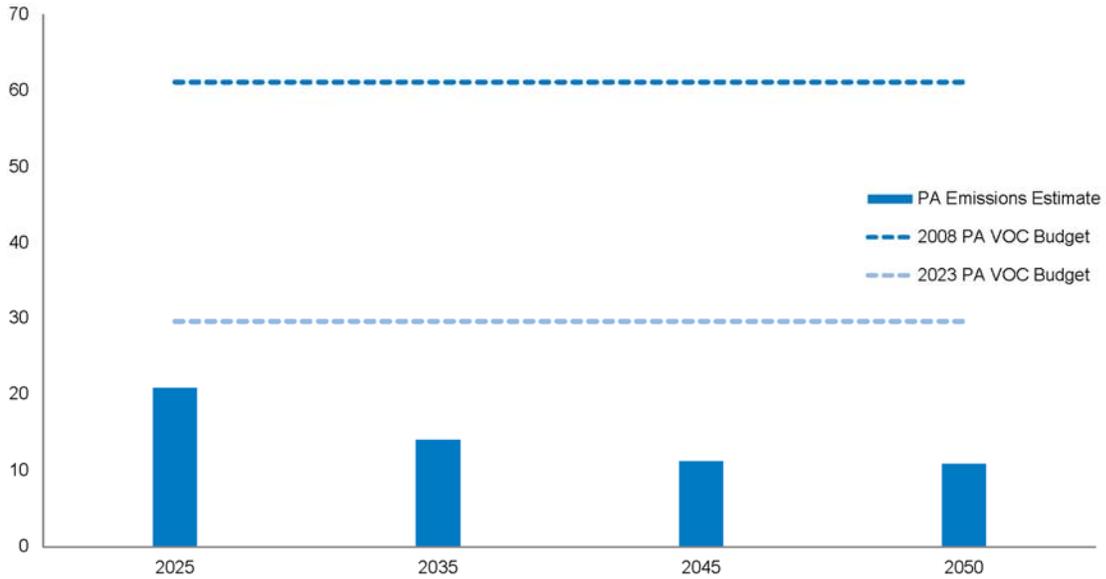
- that the Plan and the TIP are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the Plan and the TIP do not interfere with the timely implementation of transportation control measures (TCMs)¹ [40 CFR 93.113];
- that the Plan and the TIP are consistent with the MVEBs in the applicable SIPs [40 CFR 93.118]; and
- that each state's SIP is sovereign and there have been no changes to the scope or analysis year of nonexempt and regionally significant projects in the New Jersey portion of the region, therefore a conformity demonstration for the New Jersey portion of the region is not required.²

Figures 1 through 6 detail the emissions analysis results for transportation projects included in the Plan and TIP for Pennsylvania. The data for these figures is detailed beginning on page 25 of the full conformity document. These estimates of emissions results confirm that the transportation projects in the Plan and TIP conform to the respective SIP and Final Rule conformity requirements.

¹TCMs are strategies that reduce transportation-related air pollution, greenhouse gas emissions, and fuel use by reducing vehicle miles traveled and improving roadway operations.

² https://www3.epa.gov/ttn/naaqs/aqmguidance/collection/cp2/20120701_otaq_epa-420_b-12-046_guidance_multi-jurisdictional_transport_conformity.pdf

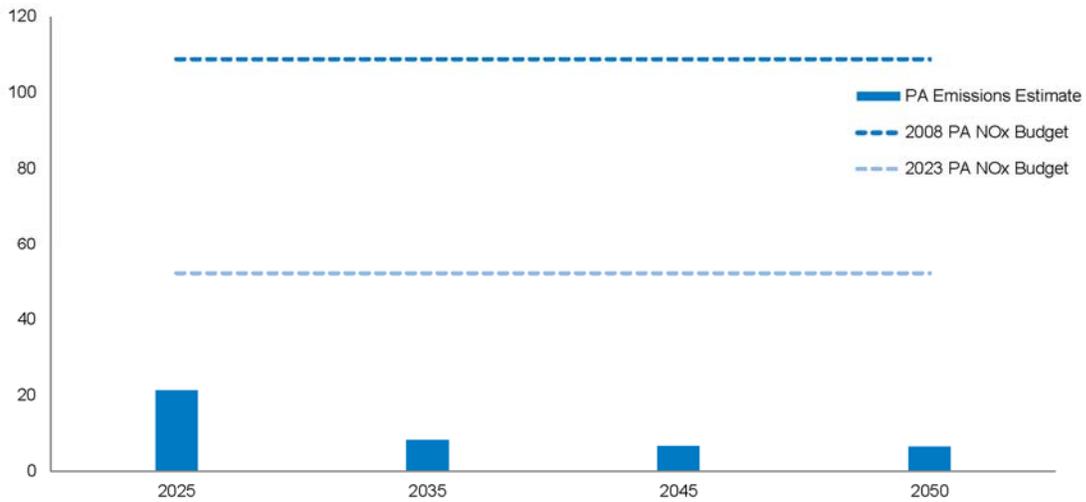
Figure 1: VOCs Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2024

The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years.

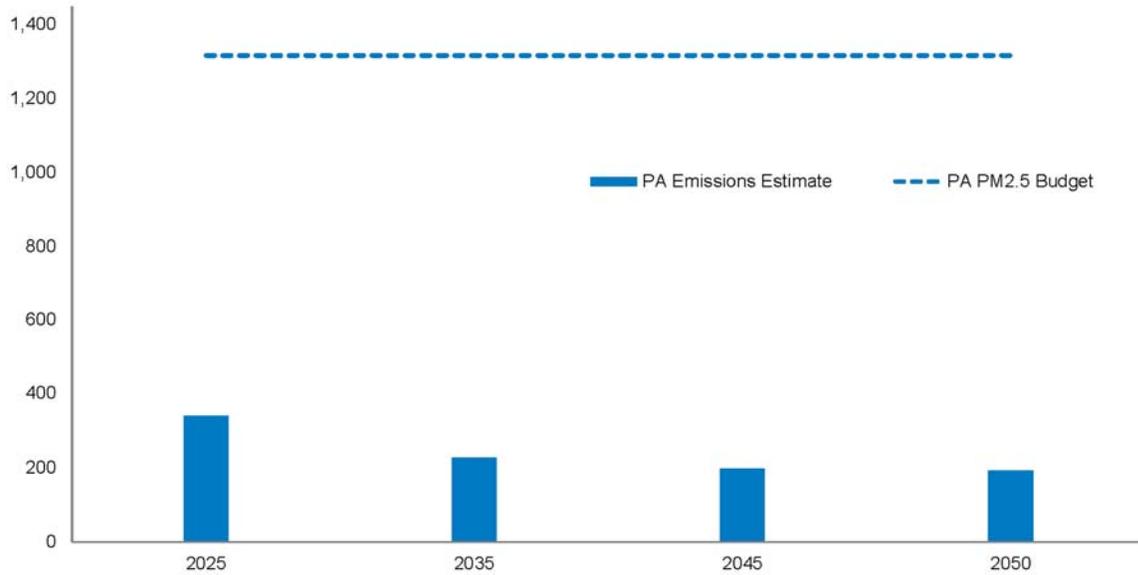
Figure 2: NO_x Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2024

The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years.

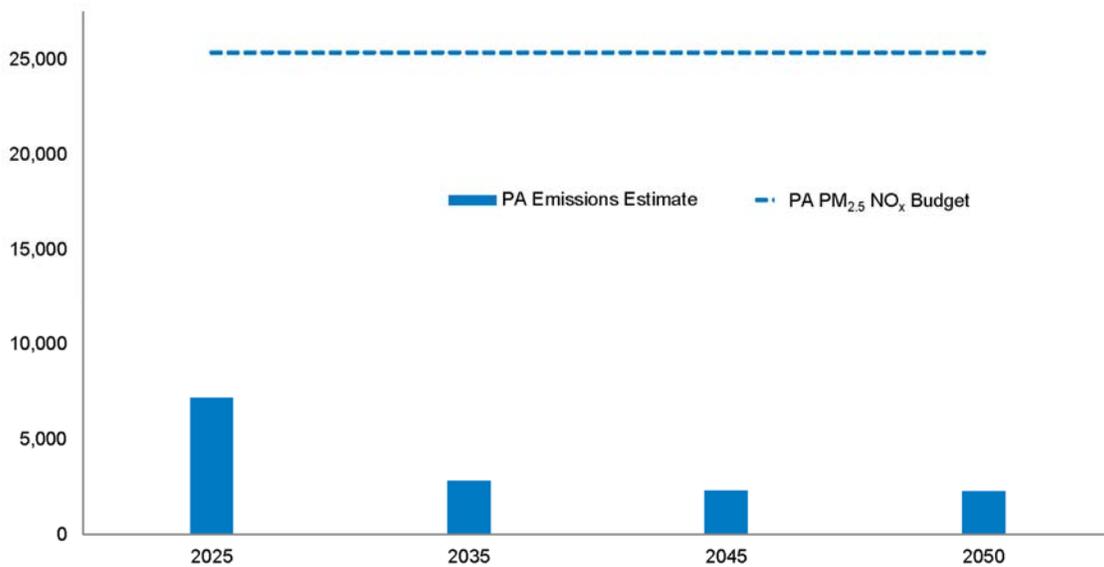
Figure 3: Annual and 24-Hour Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2024

The most recent MVEBs apply to all future analysis years.

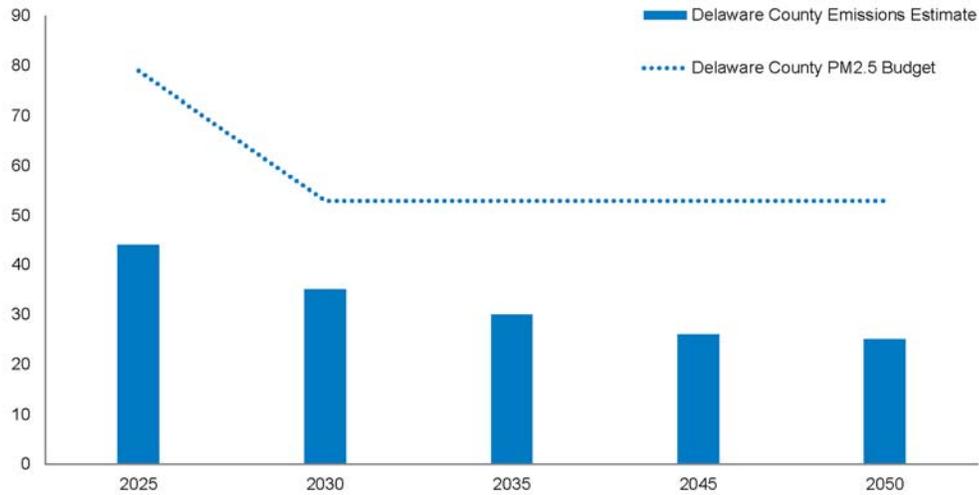
Figure 4: Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2024

The most recent MVEBs apply to all future analysis years.

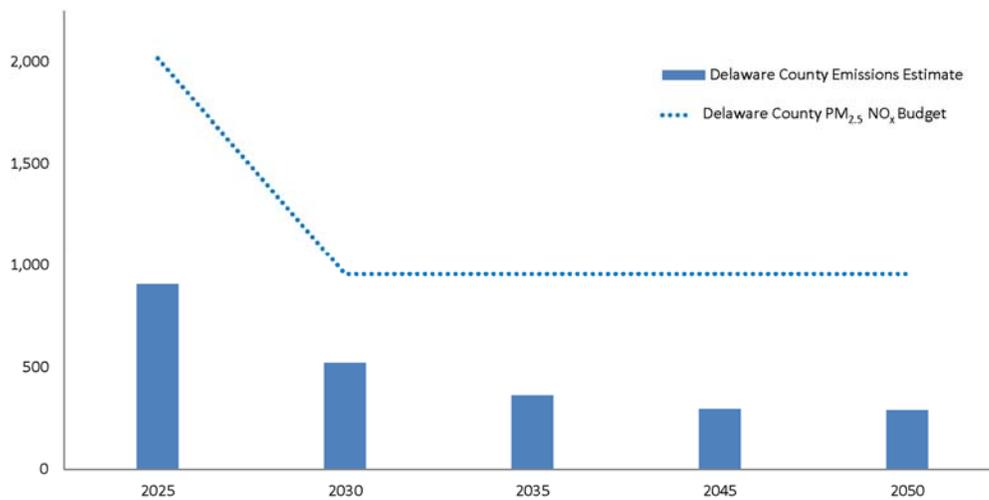
Figure 5: Delaware County Annual Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2024

The most recent MVEBs apply to all future analysis years.

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



Source: DVRPC, 2024

The most recent MVEBs apply to all future analysis years.

These findings demonstrate transportation conformity of the DVRPC *Connections 2050* Long-Range Plan and FY2025 Pennsylvania TIP with the state SIPs and the Final Rule requirements under CAA, including:

- the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area;
- the 2006 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area; and
- the 2012 Annual PM_{2.5} Delaware County, PA Maintenance Area.

DRAFT Transportation Conformity Demonstration

Connections 2050 Long-Range Plan and FY2025 Pennsylvania TIP

Publication Number: 24147_ES

Date Published: June 2024

Geographic Area Covered:

The nine-county DVRPC planning area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

Key Words:

Air Quality, *Connections 2050* Long-Range Plan, Multijurisdictional Nonattainment Area, National Ambient Air Quality Standards, Nonattainment Area, NO_x, Ozone, State Implementation Plan (SIP), Transportation Conformity, Transportation Improvement Program (TIP), Volatile Organic Compounds (VOCs).

Abstract:

The Delaware Valley Regional Planning Commission (DVRPC) demonstrates transportation conformity of its *Connections 2050* Long-Range Plan and FY2025 Pennsylvania TIP. A transportation conformity demonstration is required at least once every four years or when a metropolitan planning organization: (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 finding of the DVRPC Plan and TIP shows that they meet the National Ambient Air Quality Standards requirements governing ozone and fine particulate matter. This conformity finding reflects all amendments to the Plan and TIPs through April 2024.

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RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC *Connections 2050* Long-Range Plan (*Plan*) and Draft FY 2025 Pennsylvania Transportation Improvement Programs (*TIPs*)

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and Transportation Improvement Programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in March 2012; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, Delaware County has been designated a maintenance area for the 2012 annual fine particulate matter (PM_{2.5}) standard, and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM_{2.5} standards; as required by CAAA under the respective ozone and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, on July 25, 2007, the Area has been re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plans (SIPs) and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone areas, and this area was in maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

WHEREAS, the former CO Maintenance Areas in the region have successfully maintained the CO NAAQS for twenty years, and as of December 2017, DVRPC is no longer required to demonstrate conformity for CO; and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors, direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are existing SIP MVEBs; and,

WHEREAS, DVRPC has completed the conformity analysis of the Plan and TIP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors are less than the established MVEB test for the 1997, 2008, and 2015 ozone standard, and below the established MVEB test for PM_{2.5} and PM_{2.5} precursor NO_x in the relevant PM_{2.5} maintenance areas, and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, and all interested parties to participate and have their views considered in the development and adoption of this conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the DVRPC *Connections 2050* Long-Range Plan and the FY2025 TIP for Pennsylvania conform to the relevant State Implementation Plans, all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 25th day of July 2024 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY25-001.

Renee Wise, Recording Secretary

ACTION ITEM

Date Prepared: June 21, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
July 9, 2024

Agenda Item:

4. Recommendation to adopt Amendment 3 to the *Connections 2050* Long-Range Plan.

Background/Analysis/Issues:

In September 2021, the Delaware Valley Regional Planning Commission Board adopted the *Connections 2050 Plan for Greater Philadelphia* as the region's comprehensive long-range plan. *Connections 2050* identifies a regional vision for Greater Philadelphia's around three core principles of equity, sustainability, and resiliency, which are applied to four focus areas: environment, communities, economy, and multimodal transportation. The Plan includes strategies to achieve the vision and a fiscally-constrained financial plan for investing in regional transportation infrastructure. Since identified needs are greater than anticipated funding, the financial plan prioritizes projects for funding by developing forecasts of reasonably anticipated revenue, allocating the revenue to categories of projects based on need and policy, and evaluating and selecting specific regionally significant projects for funding in the Plan. Amendment 1 to the Plan was made via a TIP Action in February 2023 as a result of a cost increase to Major Regional Project (MRP) 164 Philadelphia Central Waterfront Access cap over I-95, and Amendment 2 was adopted by the DVRPC Board in September 2023 to adjust the cost, timing, and funding status of 16 MRPs.

This Amendment (3) revises the *Connections 2050* Plan to account for new additions and major changes to the cost, timing, and funding status of 26 MRPs. A Major Amendment is required when there is a change to an MRP's scope, timing, or cost (both an increase greater than 20 percent and \$10 million) that requires public review and comment, re-determination of fiscal constraint, and transportation conformity. This Amendment ensures the Plan remains aligned with the regional TIP and state programs

for Pennsylvania and New Jersey, otherwise maintaining the funding status of projects in the DVRPC Board Adopted Plan.

A public comment period was held from May 23rd through June 24th, 2024. The draft document was posted online and was available for viewing at various public libraries around the region. The comment period was advertised by legal notice in area newspapers, on the DVRPC web page, via email to over 12,000 recipients on DVRPC's distribution list, and to its list of tribal governments. Additional details were available on DVRPC's Long-Range Plan webpage (www.dvrpc.org/plan). As part of the comment period, two public information sessions were held: Online on Monday, June 10, 2024, and Hybrid Online & In-person on Tuesday, June 11, 2024. Comments could be submitted in writing during the meetings, by mail, or email. DVRPC has received two comments to date and drafted responses.

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC meeting.

Meeting Staff – Recommends approval.

Action Proposed:

The RTC recommends that the DVRPC Board adopt Amendment 3 to the *Connections 2050 Plan for Greater Philadelphia*, the region's Long-Range Plan, and add or revise the scope, funding, status, and/or timing of 26 MRPs by approving Resolution B-FY25-002.

Attachments:

- 1) Connections 2050 Amendment 3 for Public Comment.
- 2) Summary of Public Comments & Recommended Changes

3) Resolution B-FY25-002



Connections 2050 AMENDMENT 3

FOR PUBLIC COMMENT MAY 2024

PUBLIC COMMENT PERIOD:

May 23–June 24, 2024
submit your comments:

by email: LRP@dvrpc.org

or by mail:

Public Comments

c/o DVRPC Office of Communications and Engagement

190 N Independence Mall West, 8th Fl

Philadelphia, PA 19106-1520



The Delaware Valley Regional Planning Commission (DVRPC) is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.

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.

Title VI Compliance The Delaware Valley Regional Planning Commission (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 mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates.

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's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling 215.592.1800, or while registering for an upcoming 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 must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. 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.

AMENDMENT 3 FOR PUBLIC COMMENT - MAY 2024

Publication #24141A

MAJOR AMENDMENT

Background

In between four-year update cycles, the Long-Range Plan (Plan) is occasionally amended to account for significant changes to the cost, scope, or funding status of Major Regional Projects (MRP). Funding status refers to whether a project is included in the fiscally constrained Funded Plan; that is, it can be afforded within reasonably anticipated transportation funding revenues. Projects that are desired in the region, but cannot be afforded within reasonably anticipated revenues, are listed in an unfunded, aspirational Vision Plan for when more funding becomes available, and to support competitive grant funding applications.

A Major Amendment is conducted when there is a change to an MRP's scope, timing, or cost (>20% or \$10 million, whichever is greater) that requires public review and comment, re-determination of fiscal constraint, and transportation conformity.¹ As a result of the most recent Pennsylvania and New Jersey Transportation Improvement Program (TIP) updates, several projects in the *Connections 2050* Plan have seen changes to their cost, timing, or funding status that trigger a Major Amendment to the Plan. Amendment 3 ensures the Plan remains aligned with the regional TIPs and state programs for Pennsylvania and New Jersey, otherwise maintaining the funding status of projects in the DVRPC Board Adopted Plan.

Project Changes

Table 1 identifies the twenty-five MRPs that are changed or new since *Connections 2050: Amendment 2* was adopted by DVRPC's Board in September 2023, and includes a unique MRP identification number (MRP ID) used to track projects across long-range plan documents, along with other pertinent information. A summary of project changes by funding type follows:

Regional Formula and State Discretionary Funding:

Regional funds are regular, anticipated funding to the region while discretionary funding programs are used by the states to help advance large projects that would be hard to fit within regional formula funding pools. Projects with these types of funding go through a standard screening and evaluation process developed by DVRPC and its planning partners when being considered for inclusion in the TIP.

¹ See Appendix D in the *Connections 2050 Process and Analysis Manual* for more information on the Plan Amendment process and various levels of amendments <https://www.dvrpc.org/products/21028>.

- Five new projects in Pennsylvania are being added to match the FY25 PA TIP, STIP, and SEPTA Capital Budget; most as a result of additional state discretionary funds to the region. These include **Perkiomen Crossing Phase 1** (MRP 423); **Bus Revolution** (MRP ER); **Spring Garden over Amtrak** (MRP 425); **70th, 71st, 72nd Streets over Amtrak** (MRP 426); and **Citywide 3R 110** (MRP 427).
- **Route 130 Bridge over Main Branch of Newton Creek** (MRP 422) was initiated from New Jersey DOT's bridge management system, drawing from existing line item funds for bridge preservation in New Jersey.
- Three Pennsylvania projects—**PA 100 Northbound at Exton Station** (MRP 217), **Spring Garden Connector** (MRP 261), **Paoli Station** (MRP E) and —are moving into the *Connections 2050* Funded Plan from the unfunded, aspirational Vision Plan due to inclusion in the FY25 PA TIP, while **Norristown High Speed Line King of Prussia Extension** (MRP Q) will revert back to the aspirational Vision Plan due to the indefinite pause on progress by SEPTA.
- Eight Pennsylvania projects and four New Jersey projects will show a cost increase and/or timing change to align with the respective TIPs. These include **PA 663 John Fries Highway - funded portion** (MRP 238); **Transit Station Enhancements** (MRP BO); **SEPTA Trolley Modernization** (MRP G); **Norristown High Speed Line Tracks** (MRP AY); **SEPTA Key** (MRP B); **Regional Rail Stations Enhancements** (MRP BN); **Market Street over Schuylkill and CSX** (MRP 245); and **Broad Street Line Vehicles** (MRP CU) in Pennsylvania, and **NJ 73 and Church Road** (MRP 210); **NJ 73 and Ramp G, Bridge over US 130** (MRP 302); **I-295 Direct Connect through I-76/NJ 42** (MRP 77); and **NJ 47** (MRP 305) in New Jersey.

Competitive Grant Funding:

Competitive grants are generally awarded to a local sponsor within the region for a specific project. Projects receiving competitive grants go through a selection process specific to the pool of funding being awarded—separate from the process for regionally-funded projects.

- One existing project—**S. Collegeville Rd. (PA 29) Multimodal Improvements** (MRP 416)—is expanding its scope and cost to account for a new phase of widening on the same road segment, funded by Pennsylvania state Multimodal Transportation Fund (MTF) dollars.
- **US 1 Roosevelt Boulevard Operational Improvements - Phase 1** (MRP 188A) a new breakout of the larger MRP 188 moving into the *Connections 2050* Funded Plan from the unfunded, aspirational Vision Plan, due the awarding of Mega Program (the National Infrastructure Project Assistance program) funds.
- **Market Frankford Vehicles** (MRP CV) is able to be pushed earlier with a slightly lowered cost due to an award through FTA's Rail Vehicle Replacement Program.

Changes to these projects will be reflected in the *Connections 2050* Major Regional Projects webmap at: www.dvrpc.org/webmaps/mrp2050/#map upon DVRPC Board adoption of the draft Amendment, anticipated July 2024.

Table 1: NEW AND REVISED MAJOR REGIONAL PROJECTS

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
Pennsylvania						
238	PA 663 (John Fries Highway) - funded portion	Bucks	Reconstruct and widen to five lanes from Allentown Road to the Pennsylvania Turnpike.	Cost increase from \$1.5 million.	Regional	\$6.5
E	Paoli Station	Chester	Multimodal center and access.	Move into Funded Plan from aspirational Vision Plan due to inclusion in the FY2023 PA TIP, and scheduled for 2027–2040. Scope change to match TIP, removing parking improvements until further notice.	Regional	\$50.3
217	PA 100 Northbound at Exton Station	Chester	Additional northbound lane between Pottstown Pike on-ramp and the US 30 Exton Bypass; intersection improvements.	Move into Funded Plan from aspirational Vision Plan due to inclusion in the FY2023 PA TIP. Cost update from \$15.9 million and scheduled for 2023–2033.	Regional	\$6.9
BO	Transit Station Enhancements	Delaware, Philadelphia	8th St. Customer Service, 11th St., 30th St., 34th St., Spring Garden, Ellsworth-Federal, Erie, Fairmount, Hunting Park, Logan, Lombard-South, Snyder, Susquehanna-Dauphin, Tasker-Morris, Wyoming, Chinatown.	Cost increase from \$171.3 million.	Regional	\$262.8
G	SEPTA Trolley Modernization	Delaware, Philadelphia	Replace existing trolley fleet with ADA compliant trolleys to expand capacity and provide faster, more reliable service.	Timing change from 2022–2050 to 2022–2040, and decreased cost from \$3.0 billion.	Regional	\$1,983.0
Q	Norristown High Speed Line King of Prussia Extension	Montgomery	Norristown High Speed Line Extension from Hughes Park to First and Moore.	Move from Funded Plan to aspirational Vision Plan due to the indefinite pause on progress by SEPTA. Cost reverts from year of expenditure to 2021 \$s.	Regional	\$1,766.6

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
416	S. Collegeville Rd. (PA 29) Multimodal Improvements	Montgomery	Widen PA 29 from 2-lane to 4-lane roadway; add turn lanes and signalization/crosswalk at the Hopwood Rd intersection, and build a multiuse trail extension from the intersection to Perkiomen Trail.	Scope and cost change to encompass the next phase of widening via MTF funds. Facility name change from "S. Collegeville Rd Safety Improvements/ Multiuse Trail" to align with TIP.	Competitive	\$4.5
NEW 423	Perkiomen Crossing (Phase 1)	Montgomery	Ridge/Germantown intersection realignment to the east to improve safety and mobility before Phase 2 (MRP 160) can be funded.	New Project listed in the FY2023 PA TIP and scheduled for 2023–2027.	Regional	\$20.0
AY	Norristown High Speed Line Tracks	Montgomery, Delaware	Tie replacement and continuous welded rail.	Cost increase from \$29.1 million and timing change from 2022-2026 to 2022-2032.	Regional	\$41.0
B	SEPTA Key	PA Counties	Updated fare collection system—all modes.	Cost increase from \$19.8 million to and timing change from 2022-2026 to 2022-2034.	Regional	\$240.0
BN	Regional Rail Stations Enhancements	PA Counties	ADA and parking at Conshohocken Station; accessibility upgrades at Bristol, Chestnut Hill East, Devon, East Falls, Glenside, Ivy Ridge, Jenkintown-Wyncote, Marcus Hook, Malvern, Noble, Roslyn, Stenton, Swarthmore, Willow Grove.	Cost increase from \$377.5 million.	Regional	\$564.6
NEW ER	Bus Revolution	PA Counties	Umbrella including Bus Network Enhancements, South Philadelphia Transportation Center, Wissahickon Transportation Center, and MicroTransit Implementation.	New project initiated from the SEPTA Capital Budget scheduled for 2022–2040. Includes existing aspirational Vision Plan projects (MRP IDs EK and EM).	Regional	\$184.8
245	Market St. over Schuylkill and CSX	Philadelphia	Rehabilitate bridges over Schuylkill River and CSX rail tracks.	Cost increase from \$132.7 million.	Regional	\$203.48

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
NEW 425	Spring Garden over Amtrak	Philadelphia	Rehabilitate or replace the Spring Garden Street bridges over Amtrak rail facilities, north of 30th St. Station.	New project as a result of additional state discretionary funds to the region, scheduled for 2023–2031.	Regional	\$57.2
NEW 426	70th, 71st, and 72nd Streets over Amtrak	Philadelphia	Rehabilitation of 70th, 71st and 72nd Street bridges over Amtrak rail facilities, and upgrades of adjacent intersections.	New project as a result of additional state discretionary funds to the region, scheduled for 2026–2040.	Regional	\$57.4
NEW 427	Citywide 3R 110	Philadelphia	Restore roadway surfaces and bring up to current standards within the existing right-of-way including pavement markings and ADA compliance. Bike lanes will be included as the road widths allow.	New project listed in the FY2025 PA TIP and scheduled for 2023–2027.	Regional	\$50.6
261	Spring Garden Connector	Philadelphia	Realignment, signal improvements, East Coast Greenway and Circuit trail construction, safety improvements.	Move into Funded Plan from aspirational Vision Plan due to inclusion in the FY2023 PA TIP. Cost update from \$51 million and scheduled for 2022–40. Note: facility name change from "Spring Garden Greenway" to align with TIP and project sponsor.	Regional	\$53.5
CU	Broad Street Line Vehicles	Philadelphia	Replace existing heavy rail vehicle fleet with modern train sets.	Timing change from 2041–2050 to 2022–2040, and decreased cost from \$1.0 billion to match SEPTA capital budget.	Regional	\$700.0
188A	US 1 (Roosevelt Boulevard) Operational Improvements - Phase 1	Philadelphia, Bucks	Intersection and roadway improvements along US 1 from Broad Street to Adams Avenue and from Adams Avenue to Old Lincoln Highway.	New breakout of MRP 188 ("US 1 Roosevelt Boulevard Operational Improvements"), due to additional competitive funds to the region, scheduled for 2022–32.	Competitive	\$134.6

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
CV	Market Frankford Vehicles	Philadelphia, Delaware	Replace existing heavy rail vehicle fleet.	Change in timing from 2030–2040 to 2022–2032 due to changes in SEPTA capital budget and FY2025 PA TIP.	Competitive	\$1,165.0
New Jersey						
NEW 422	Route 130 Bridge over Main Branch of Newton Creek	Burlington	Replace the structurally deficient bridge, built in 1927.	New project initiated from the New Jersey DOT Bridge Management System, drawing from existing line item funds for system preservation, scheduled for 2022–2031.	Regional	\$41.7
210	NJ 73 and Church Road	Burlington	Grade separated interchanges at Church Rd. (CR 616) and Fellowship Road (CR 673).	Cost increase from \$111.6 million.	Regional	\$148.5
302	NJ 73 and Ramp G, Bridge over US 130	Camden	Replace the structurally deficient and functionally obsolete bridge, built in 1930 and modified in 1959.	Cost increase from \$27.7 million.	Regional	\$61.4
77	I-295 Direct Connect through I-76/NJ 42	Camden	Direct connection of I-295 through interchange at I-76/NJ 42.	Timing change from 2022–25 to 2026–2031 due to delayed construction, as well as increased cost from \$348.5 million.	Regional	\$553.72
305	NJ 47	Gloucester	Resurface, rehabilitate and reconstruct from Grove Street to US 130. The project will update the ADA requirements and correct a culvert that causes a flooding condition.	Cost increase from \$46.4 million.	Regional	\$89.0

* All project costs account for current TIP allocations and any previously allocated funds associated with the MRP.

Note: Timing for projects is listed in terms of plan funding periods from the Connections 2050 Plan. For details on plan funding periods, see Table 16 in the Connections 2050 Plan for Greater Philadelphia: Process and Analysis Manual at <https://www.dvrpc.org/products/21028/>.

Fiscal Constraint and Conformity

Fiscal constraint is able to be maintained with these changes. Fiscal constraint means that total transportation expenditures identified in the Long-Range Plan must not exceed the total revenues reasonably expected to be available for the region over the life of the Plan, and over each individual funding period in the Plan. In addition, DVRPC and its planning partners have imposed a cap on new roadway capacity funding, set at four percent of total anticipated roadway revenue for the region. This cap is able to be maintained as well.

DVRPC has successfully demonstrated the transportation conformity of the Amended *Connections 2050* Plan and the Pennsylvania TIP in accordance with the corresponding State Implementation Plans and Clean Air Act requirements. New Jersey projects in this Amendment were included in the transportation conformity determination for the DVRPC portion of New Jersey that was approved by the DVRPC Board on September 28, 2023, along with adoption of the DVRPC FY2024 TIP for New Jersey. DVRPC will rely on this previous regional emissions analysis, per 40 CFR §93.122(g)(1) of the Conformity Regulation to satisfy the requirements for this amendment. More details on these requirements are available at: www.dvrpc.org/AirQuality/Conformity/.

Public Comment

A public comment period will be held from May 23rd through June 24th, 2024 to accept input on the draft Long-Range Plan Amendment.

There are two ways to submit a public comment:

1. By Email to LRP@dvrpc.org.
2. By Mail to:

Public Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106-1520

Questions and comments must be submitted in writing. For more information on the public comment period and meetings, visit www.dvrpc.org/plan/2050draftamendment3.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided, generally free of charge, to individuals who submit a request at least seven days prior to a public meeting. For more information, visit www.dvrpc.org/GetInvolved/TitleVI or call (215) 592-1800.

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Connections 2050: Amendment 3: Public Comment

Publication Number: 24141A

Date Published: May 2024

Geography

The nine-county DVRPC region, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

Abstract

The Connections 2050 Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 3 accounts for significant changes to the cost, scope, or funding status for twenty five different Major Regional Projects.

Keywords

Amendment, Conformity, Connections, External Funding, Financial Plan, Fiscal Constraint, Funded Plan, Greater Philadelphia, Long-Range Plan, Major Regional Projects, Megaregional Planning, MPO, Multimodal, Multimodal Transportation Fund, Public Comment, Public Outreach, Regional Funding, Transit, Transportation, Transportation Improvement Program, Vision Plan

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Second DVRPC Contact:

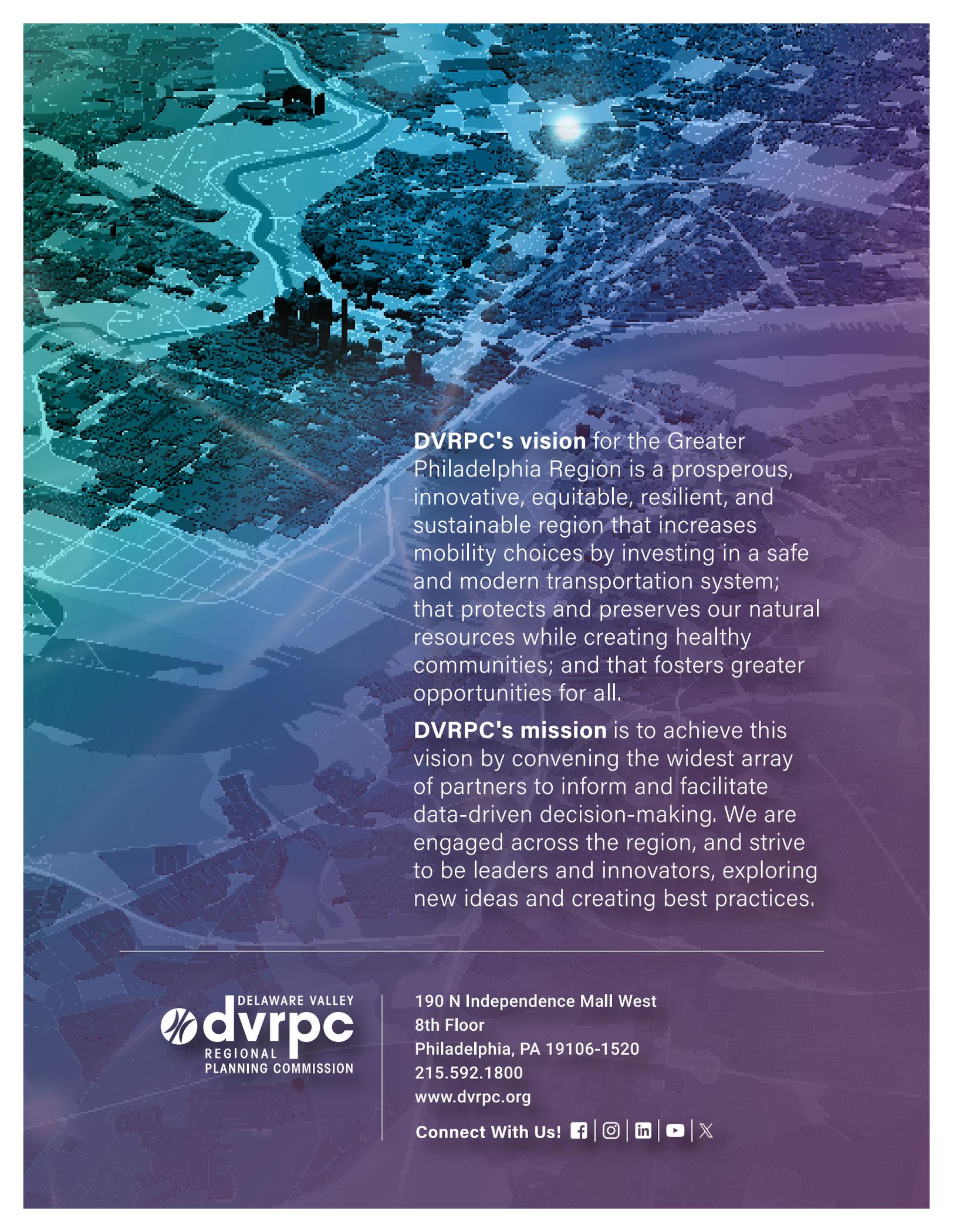
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Staff Project Team

Jaclyn Davis (Manager, Office of Long Range Planning)

Amani Bey (Associate Planner)

Rebecca Maule (Principal Graphic Artist)

An aerial photograph of a city, likely Philadelphia, with a river winding through it. The image is overlaid with a semi-transparent blue and purple gradient. A bright sun flare is visible in the upper right quadrant.

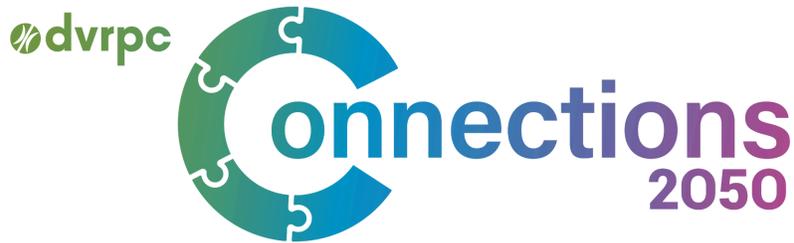
DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and 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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SUMMARY OF PUBLIC COMMENTS & RECOMMENDED CHANGES

Amendment 3 - July 2024

PUBLIC COMMENT PERIOD OVERVIEW

A public comment period for *Amendment 3* to the *Connections 2050* Plan for Greater Philadelphia was held from May 23rd through June 24th, 2024. The draft document was posted online and was available for viewing at various public libraries around the region. The comment period was advertised by legal notice in area newspapers, on the DVRPC web page, via email to over 12,000 recipients on DVRPC's distribution list, and to its list of tribal governments. Additional details were made available on DVRPC's Long-Range Plan webpage at <https://www.dvrpc.org/plan/2050draftamendment3/>. As part of the comment period, two public information sessions were held: Online on Monday, June 10, 2024, and Hybrid Online & In-person on Tuesday, June 11, 2024. Comments could be submitted in writing during the meetings, by mail, or email.

DVRPC has received two comments to date and drafted responses. The comments and DVRPC's response are shown on the next page. We have also shared comments with various county, transit, and DOT planning partners, and have posted the responses from them received to date. Comments and responses will be shared with the DVRPC Regional Technical Committee (RTC) and Board in advance of discussions at the July RTC and Board meetings. All comments and responses will be posted on DVRPC's Long-Range Plan Comments database at <https://www.dvrpc.org/asp/LRPComments/>.

COMMENTS AND RESPONSES

Comment

Jerrett Johnson, DVRPC Public Participation Task Force

Hello

I did see the plan for the Market Street replacement bridge. I heard it was given a green light to get replaced. I was wondering if it is funded and is it included in the long range plan amendment.

Thanks

Jerrett Johnson
DVRPC- Public Participation Task Force
Sent from my iPhone

Response

Thank you for your question on the funding status of a Major Regional Project (MRP) in the *Connections 2050 Long Range Plan*. Yes, the project Market Street over Schuylkill and CSX is funded; it is not listed in *Amendment 3*, as it is already listed in the Plan as MRP ID 245, with a project scope to “rehabilitate bridges over Schuylkill River and CSX rail tracks.” This project has also been listed in the PA TIP under MPMS number 69828. The construction phase is expected to begin in August of 2024, and the current estimate is that physical work will be completed in October 2027. Searching for this project via the Draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28) webmap at <https://www.dvrpc.org/tip/pa/map> will provide a more detailed scope of work and timeline for construction. Thank you for your involvement in the regional planning process.

Comment

Martin Csongradi, Montgomery County

Hello,

I am Martin Csongradi, and my primary residence is in the 19403 zip code of Montgomery County. I am writing to comment on the DVRPC's Connect 2050 Long Range Plan.

Most Broadly: I oppose all road widening and highway widening projects, support all transit related projects, and would advocate for more planning and aspirations for transit, multimodal, and pedestrian/trail expansion throughout the Delaware Valley. Any and all road widening projects will make local (tire particulate matter, air quality, noise pollution) and global (greenhouse gases) pollution worse, while transit and pedestrian projects make local and global life more interconnected and grows communities for everyone. I understand that DVRPC doesn't fund these projects, but projects should actually align with the stated aspirations. Roadway expansion is not aligned with the aspirations.

Specific project opposition and support:

I oppose parts of Phase 2 of Perkiomen Crossing. I support a new bridge and realignment over the Perkiomen, but oppose widening Ridge/Main/Germantown from 3 traffic lanes to 4. A new bridge should have only three traffic lanes, and the old bridge should be converted for pedestrian, bicycle, and transit use only.

I support Highland Ave. Regional Rail Station Relocation. This one is probably low priority, but: Subaru Park will be used as a training facility for the 2026 World Cup, and people will go to Chester to watch training. We must prioritize a relocation of the Highland Ave Station to Flower St, and pedestrian improvements to Subaru Park, in time for the 2026 World Cup. This will also be a boon for Philadelphia Union fans attending games at Subaru Park, and community members that don't have the mobility to get to Chester TC.

I oppose US 1 Reconstruction and Widening. Rte 1 is dangerous enough! It does not need more lanes, it needs less. Build the Roosevelt Blvd Subway extension, install speed cameras on Rte 1 (that actually enforce the limit, not 10 above), and use traffic calming techniques to get less death and less pollution.

I oppose US 422 Mainline Widening. Same as Rte 1 comment, plus traffic doesn't get nearly bad enough to warrant more lanes here. Build out the transit infrastructure instead of killing more local animals and wildlife by bringing more cars through here.

I support Norristown High Speed Line fleet replacement. Three car trainsets with front and middle car boarding/deboarding and open gangways will increase capacity on the NHSL without any necessary station improvements and more closely align the operation with its peak operations. With full continuous welded rail and repaired switches, the NHSL should resume operations up to 80 mph or greater where feasible.

Thank you,

Martin

Response

Thank you for your comment and your interest in *Amendment 3* to the *Connections 2050* Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure.

In alignment with the regional Vision for an equitable, resilient, and sustainable Greater Philadelphia, we strive for a safe, multimodal transportation network that serves everyone. Roadway expansion expenditures are capped at four percent of total roadway funds and consist of only a small number of projects. The priority for roadway funds is system preservation projects, which receives about 75 percent of total roadway funds over the life of the Plan.

Approximately 44 percent of total funding goes toward maintaining and improving transit infrastructure. Importantly, budgets for roadways and transit projects are set through the legislative process and come from different sources with limitations on their uses. That is to say, federal roadway funds from the Federal Highway Administration (FHWA) must be spent on roadways, and federal transit funds from the Federal Transit Administration (FTA) must be spent on transit.

The Plan lists only large-scale major regional projects that will cost more than \$25 million in today's dollars, including projects that will be completed by toll authorities using non-federal funding. This is only a few of the thousands of projects that will be implemented through the year 2050. The Plan will shape the pipeline of projects that move into the region's Transportation Improvement Program (TIP). The TIP lists hundreds of transportation projects at all scales that will advance over the next decade or so. Nearly all projects in the TIP have a multimodal component.

We appreciate your feedback on the specific projects listed in the Plan and can provide some additional details and responses on each here:

Phase 2 of Perkiomen Crossing

DVRPC Response: Major Regional Project (MRP) 160 is listed in the Unfunded Vision Plan in *Connections 2050*. This Phase 2 project includes "Additional bridge over Perkiomen Creek between Ridge Pike and Germantown Pike to connect with PA 29. New connections and relocate intersections on both ends." Phase 1 has been added to the Plan via *Draft Amendment 3* and scheduled through 2027 as a result of becoming a Draft PA TIP Project. See project 102273 at <https://www.dvrpc.org/tip/pa/map> for additional details on Phase 1.

PennDOT Response:

Montgomery County Response: [See combined response under next project]

US 422 Mainline Widening

DVRPC Response: MRP 98 was listed in the Funded Plan in *Connections 2050* and is scheduled for construction 2033–2040, so is not yet listed in the PA TIP.

PennDOT Response:

Montgomery County Response: Thank you for sharing your views on various projects around the region, including several in Montgomery County. The Montgomery County Planning Commission also supports more

investment in transit, trails, sidewalks, and other multi-modal options. However, we firmly believe that a balanced transportation system that meets the needs of a diverse population is both wise and responsible. That is why projects such as the Perkiomen Crossing Phase 2 and the US 422 Mainline Widening between US 202 and PA 363 are specifically identified in the county's officially adopted comprehensive plan, Montco 2040, as part of a list of vision projects that are important to the county's future and its economy. These two projects, like all of the others identified in the plan, have been studied extensively and are strongly supported by the local townships and boroughs in which they reside. As a result, they are included in *Connections 2050*, too. While the Montgomery County Planning Commission is always working to expand new opportunities for pedestrians, bicyclists, and transit riders, we also recognize the need to invest in our roads as well.

Highland Ave. Regional Rail Station Relocation

DVRPC Response: MRP AF is listed in the Unfunded Vision Plan in *Connections 2050*, and has not changed status as part of *Amendment 3* to the Plan.

Delaware County Response:

City of Chester Response:

SEPTA Response:

US 1 Reconstruction and Widening in Bucks County

DVRPC Response: MRP 37 was listed in the Funded Plan in *Connections 2050* and is currently in the design phase. Searching for MRP 37 via the Draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28) webmap at <https://www.dvrpc.org/tip/pa/map> will provide a more detailed scope of work and timeline for construction.

PennDOT Response:

Bucks County Response: Bucks County fully supports the US 1 Reconstruction and Widening Project. This project focuses on the replacement of aging bridges and provides highway safety enhancements for all users. The existing configuration is outdated and unsafe for current highway needs. This project will provide adequate shoulders and reduce access points, thereby providing a safer environment for all drivers. The current configuration does not provide a safe pull-off for disabled vehicles and does not allow for speed enforcement. The provision of adequate shoulders will correct this situation. More information on the project can be found at: <https://us1bucks.com/overview/>.

Norristown High Speed Line Vehicles

DVRPC Response: MRP BH fleet replacement was listed in the Funded Plan in *Connections 2050* and is scheduled for implementation 2033–2050; it is not yet listed in the PA TIP.

SEPTA Response:

We have shared your comments with various county, transit, and DOT planning partners, as well as the DVRPC Regional Technical Committee (RTC) and Board in advance of discussions at the July RTC and Board meetings. We hope you will continue to provide valuable input into the Planning process by participating in

public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media. Thank you for your involvement in the regional planning process.

RECOMMENDED CHANGES TO AMENDMENT 3

Since opening the public comment period for *Amendment 3* to the *Connections 2050* Plan, one TIP action relevant to the Plan has been approved by the DVRPC Board. Due to additional competitive funds to the region from the federal Reconnecting Communities Program, a new cap over I-676 in the Chinatown area of Philadelphia is able to begin construction in FY26. This project, Reconnecting Our Chinatown (Chinatown Stitch), was listed as MRP ID 192 in the *Connections 2050* aspirational Vision Plan under the name “Vine St. Expressway in Chinatown.” Due to this additional funding and TIP action, the project can move into the Funded Plan via this Amendment, in line with the recommended changes to the TIP.

MRP ID	Facility	County	Scope	Change	Cost* (\$MM)
192	Reconnecting Our Chinatown (Chinatown Stitch)	Philadelphia	New cap over I-676 in the Chinatown area of Philadelphia.	Move into the Funded Plan from the aspirational Vision Plan due to inclusion in the Draft FY2025 PA TIP as a result of additional federal discretionary funds to the region (Reconnecting Communities Program), scheduled for 2026–2040. Note: facility name change from "Vine St. Expressway in Chinatown" to align with TIP and project sponsor.	\$158.0

RESOLUTION

By the Board of the Delaware Valley Regional Planning Commission

ADOPTION OF AMENDMENT 3 TO THE CONNECTIONS 2050 PLAN FOR GREATER PHILADELPHIA, UPDATING THE LONG-RANGE PLAN FOR THE DVRPC REGION

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, the DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia, Camden, and Trenton metropolitan area as required by Title 23 Section 134 and Title 49 Section 1607 of the U.S. Code; and,

WHEREAS, such MPOs are required at a minimum to update long-range, regional transportation plans every four years, keeping with the planning requirements set forth in Title 23 Part 450 Subpart C of the Code of Federal Regulations; and,

WHEREAS, the *Connections 2050 Plan for Greater Philadelphia*, the Long-Range Plan for the Greater Philadelphia region, was adopted by the DVRPC Board in September of 2021; and,

WHEREAS, in between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost, scope, or funding status of Major Regional Projects—as outlined in the Appendix of the *Connections 2050 Process and Analysis Manual*—to ensure the Plan remains aligned with the regional Transportation Improvement Program (TIP) and state programs for Pennsylvania and New Jersey.

WHEREAS, Amendment 3 to the *Connections 2050 Plan* identifies 25 Major Regional Projects that saw changes in their scope, timing and/or cost via TIP action, or were added as new projects via the TIP, and therefore required a Plan Amendment, public review and comment, re-determination of fiscal constraint, and transportation conformity; and,

WHEREAS, copies of the draft Amendment 3 to the *Connections 2050 Plan* were released for public comment from May 23 through June 24 of 2024 with one virtual public meeting held on June 10 and one hybrid virtual and in-person public meeting held on June 11; and,

WHEREAS, DVRPC is able to maintain fiscal constraint of projects in the Funded Plan with respect to reasonably anticipated revenue, an agreed-upon four percent cap on regional investments to roadway system expansion, and a reasonable expectation of funding for Externally Funded projects; and,

WHEREAS, a demonstration of conformity has been conducted indicating that emissions of transportation-related pollutants will not exceed the applicable attainment budgets and interim regional emissions analysis, and DVRPC certifies that the *Connections 2050* Plan will conform to the purposes of the State Implementation Plans of Pennsylvania and New Jersey, and the Clean Air Act as amended under the Final Conformity Rule promulgated by the United States Environmental Protection Agency; and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations;

NOW, THEREFORE, BE IT RESOLVED, that Amendment 3 to the *Connections 2050 Plan for Greater Philadelphia*, the Long-Range Plan for the Greater Philadelphia region, is adopted.

Adopted this 25th day of July 2024

By the Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY25-002.

Renee Wise, Recording Secretary

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JULY 9, 2024

Agenda Item:

5. Adoption of the DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania and List of Recommended Changes (FY25-FY28)

Background/Analysis/Issues:

Staff will be presenting the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28) and Recommended Changes as the region's official selection of transportation projects for federal funding, as well as the associated resolution, and requesting that the Regional Technical Committee recommend adoption by the DVRPC Board. An updated Memorandum of Understanding (MOU) on procedures to amend and modify the program will also be presented for approval.

A Transportation Improvement Program (TIP) is required by federal law and planning regulations for the metropolitan region to be eligible to receive and spend federal transportation funds. The TIP is required to cover a minimum of four federal fiscal years (FY) of programming and must be consistent with the Long-Range Plan. DVRPC TIP documents for both New Jersey and Pennsylvania cover a longer planning and programming horizon (10 years for NJ; 12 years for PA) to better understand expected resources and provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP update every year for either the Pennsylvania subregion, or the New Jersey subregion; at this time, the PA and NJ TIPs are updated on alternating years.

Work began in the summer of 2023 on the development of the FY2025 TIP for

Pennsylvania. Like previous updates, PennDOT's State Transportation Commission (STC) sponsored a statewide webinar and hosted a commenting website to gather input for the Pennsylvania 12-Year Program from March 1 to April 30, 2023. A document detailing available funding resources, known as Financial Guidance for the TIP, was finalized in April of 2023. The Pennsylvania Subcommittee of the RTC has worked since the initial Financial Guidance was distributed to develop a draft TIP that meets the requirements of federal laws and regulations, including those concerning financial constraint, air quality, plan consistency, and Title VI and Environmental Justice. While the federal requirement is for a four-year constrained program, the DVRPC Pennsylvania TIP provides a detailed 12-year programming horizon for both the highway and transit programs to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many major projects that are currently planned and underway.

The Draft DVRPC FY2025 TIP for Pennsylvania contains over 350 projects (including the Interstate Management Program [IMP]), totaling over \$8.1 billion for the phases to be advanced during the next four years, an average of \$2.03 billion per year. Programmed funds include \$2.6 billion for projects primarily addressing the non-Interstate FHWA-funded System, and over \$1.2 billion for projects addressing the IMP, resulting in an overall four-year total for the FHWA-funded Program of over \$3.9 billion. Additionally, there is an FTA-funded Program for SEPTA, Pottstown Area Rapid Transit (PART), and PennDOT's Bureau of Rail, Freight, Ports, and Waterways.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality.

Public Involvement

The Draft TIP document was made available for public review during a 30+ day period which ran from May 23, 2024 to June 24, 2024 at 5:00 PM. Legal notices explaining the public comment process were published in the Philadelphia Inquirer, El Inquirer, and the Philadelphia Tribune. The public comment period was promoted on DVRPC's homepage, www.dvrpc.org. An email notice was also sent to over 2,550 individuals, organizations, and DVRPC-affiliated groups. In addition, DVRPC utilized social media outlets ("X", Instagram, Facebook, and LinkedIn) to highlight the Draft TIP and promote the public comment period. The public comment period was also included in DVRPC's monthly newsletter, which goes to over 13,000 individuals. All TIP-related documents were published on the Internet; hardcopies were mailed to major public libraries throughout the DVRPC Pennsylvania subregion and printed documents were distributed to many stakeholders.

One (1) virtual public meeting was held on Monday, June 10, 2024 at 6:00 PM local time, and one (1) hybrid (online and in-person) public meeting was held on Tuesday,

June 11, 2024 at 6:00 PM local time at the DVRPC offices in Philadelphia, to give the public the opportunity to verbally present comments and submit questions about the TIP process and projects. DVRPC planning partners and DVRPC staff were present at these meetings.

DVRPC's website and online presence continue to play a vital part in public outreach efforts. The interactive web-based online commenting application at www.dvrpc.org/TIP/Draft was available for the public's convenience to directly submit comments to DVRPC about the draft program or a particular project listed in the draft program. A dedicated email address, tip@dvrpc.org, was available for anyone who preferred to send their comments via email. The Draft TIP document and other supporting documents were published online. Such documents include information about date and sign-up instructions for the virtual and hybrid public meetings, general information about the TIP and how it was developed, and all the project listings and financial information.

To address Title VI and Environmental Justice as required by FHWA and PennDOT, an Equity Analysis was performed, which evaluated the conditions and needs of the transportation system. It included an analysis of investment distribution as well as a focus on exploring the potential benefits and burdens of projects. Outreach occurred to specific communities, as well as to the region as a whole. For example, DVRPC sent the Public Notice and TIP documents to regional libraries in order to reach individuals and organizations representing traditional and underserved transportation users, minority and low-income populations, and people without internet access. DVRPC also notified tribal governments that the draft program was available for review and consultation.

Many of our partner agencies will contribute responses to comments that are received and DVRPC will make as many of them available as possible prior to the July 9, 2024 RTC meeting, along with any recommended changes to the program based on those comments.

Conformity Finding:

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to ensure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. US DOT cannot fund, authorize, or otherwise approve transportation programs or projects unless it is determined that the TIP and the Plan "conform" to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the State Implementation Plans.

DVRPC's Draft conformity analysis of the *Connections 2050 Plan for Greater Philadelphia* long-range-plan, and the Draft FY2025 TIP for Pennsylvania is available for public comment through July 8, 2024, and will be presented for adoption at the July 25, 2024 Board meeting.

Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program (TIP):

A Memorandum of Understanding (MOU) exists between DVRPC, PennDOT, and SEPTA to establish agreed upon procedures for modifying or amending the TIP, as required by federal regulations. From time to time, this MOU requires changes to improve, clarify, or streamline the process as DVRPC strives to advance all TIP programmed projects as efficiently as possible while still providing transparency to regional stakeholders. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while most other changes require review and a formal action by the DVRPC Board and will appear on the agendas during the monthly cycle of DVRPC meetings. All project changes will continue to be provided to both the RTC and the Board in the monthly "TIP Packages" of information.

The DVRPC Board will be asked to approve an updated MOU for procedures for amending and modifying the TIP. The Draft MOU document was included in the Draft TIP documents. A copy of the Draft MOU is included as an attachment to this Summary Sheet, and sections proposed for revision are highlighted in yellow. Note that revisions to the current MOU are generally described below and have been categorized as either an "Update" which does not make a substantive change to current procedure but might update or clarify how something is stated, or "Change" which does reflect a change to current procedure:

- o Update and Change - Clarifications on what constitutes an "Amendment" requiring formal review by RTC and/or DVRPC Board.
- o Update – Clarifying project actions with multiple MPMS numbers. If a project has been Let for Construction under a previous TIP, with multiple MPMS #s, and the removal of phases causes there to be no phases programmed within the four-year TIP, this will be an administrative action.
- o Update – Clarify language that state and local funds are treated the same as federal funds.
- o Update – Clarify language that Pottstown Area Rapid Transit (PART) will be treated the same as PennDOT and SEPTA.
- o Update – Clarify language that an administrative action is greater than \$1 million and less than or equal to \$7.5 million.

- o Change – Remove “When a project phase is listed in the first year of the TIP, but the second year of the TIP is the current fiscal year” from Administrative Actions, as this is no longer relevant.
- o Clarify – Language about adding phases, removing phases, or increasing/decreasing existing phases where a project is already programmed in the TIP. Those actions would be administrative actions unless the increase/decrease is greater than \$7.5 million.
- o Change – Add a new Section for Transit funds where prior year unobligated funds being added and programmed in the current fiscal year for obligation will be an administrative action per FTA guidance.
- o Clarify – Add clarifying language that while administrative actions do not require federal approval, PennDOT and DVRPC will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized. Adding per FHWA guidance to be consistent with the Statewide MOU.

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends that the Board adopt the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY27) and Recommended Changes as the region's official selection of transportation projects for federal funding, by approving Resolution B-FY25-003; and further, approve the proposed revisions to the Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications.

Staff Contact:

Richard Murphy, Manager of the Office of TIP Development and Maintenance

Attachments:

- 1) Draft List of Recommended Changes to Date
- 2) Public Comments Received

- 3) Public Comment Responses Received to Date
- 4) Resolution No. B-FY25-003
- 5) Proposed MOU Marked DRAFT
- 6) Current MOU (Adopted July 28, 2022)

Recommended Changes to the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania Draft for the July 9, 2024 DVRPC RTC Meeting

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Delaware	103217	Main Street, 6th Street, and CSX Crossing Improvement	Add \$3,572,000 STU to FY25, \$1,000,000 STU to FY26, \$1,000,000 STU in FY27, \$1,000,000 STU in FY28, and \$572,000 STU in FY29 for construction.	Adjust DVRPC database to match what was uploaded to MPMS for preliminary Draft
Various	118036	HSIP Supportive Line Item	Remove \$2,000,000 NHPP in FY26 and replace with \$1,000,000 State 581 in FY26 and \$1,000,000 State 581 in FY27.	Adjust DVRPC database to match what was uploaded to MPMS for preliminary Draft
Delaware	108910	I-95 Noise Abatement (CNA)	Shift \$9,000,000 State 581 of FY27 CON phase to MPMS #81734 - I-95 Chester City Noise Abatement Phs 1, and add 'Phase 2' to MPMS #108910	Break Phase 1 out in order to advance certain wall that do not include ROW, railroads, or retaining wall modifications. Rename as phase 2
Philadelphia	112525	City Wide 111	Increase FY25 CON phase by \$489,000 (\$391,000 STU/\$98,000 Local) and reduce FY28 by \$489,000 (\$391,000 STU/\$98,000 Local)	Used for balancing purposes
Various	102105	Municipal Bridge Line Item	Reduce FY26 by \$2,938,000 State 183, increase FY34 by \$3,000,000 State 183	Used for balancing purposes
Various	79929	Bridge Reserve Line Item	Reduce FY25 by \$62,000 State 185, FY33 by \$1,652,000 BOF, FY34: \$7,317,000 (\$4,317,000 BOF/3,000,000 State 185), FY35: \$11,627,000 BOF, FY36: 12,654,000 BOF.	Used for balancing purposes
Various	79980	STU Reserve Line Item	Reduce FY25 by \$2,037,000 (\$1,791,000 STU/\$246,000 State 581), FY26: \$2,000,000 STU, FY35: 2,059,000 STU, FY36: 17,550,000 STU.	Used for balancing purposes

DVRPC Highway Project Additions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Delaware	81734	I-95 Chester City Noise Abatement Phs 1	Add breakout project as a phase 1 by programming \$9,000,000 State 581 funds in FY27. See MPMS #108910 - I-95 Noise Abatement (CNA) above.	Break Phase 1 out in order to advance certain wall that do not include ROW, railroads, or retaining wall modifications.
Philadelphia	119896	Reconnecting Our Chinatown (Chinatown Stitch)	Add \$158,000,000 Reconnecting Communities Program (RCP) for construction in FY26	Add competitive award funding
Delaware	82069	PA 291 Complete Streets: Irving St to Ridley Ck	Add \$2,500,000 Reconnecting Communities Program (RCP) for a study phase in FY25	Add competitive award funding

Recommended Changes to the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania Draft for the July 9, 2024 DVRPC RTC Meeting

Montgomery	116843	I-76 Overhead Bridges	Add new breakout project from MPMS #106662 - I-76 Integrated Corridor Management by programmed \$3,000,000 (FY25: \$62,000 State 185, FY26: \$2,938,000 State 185) for Final Design (FD), \$1,500,000 BOF for UTL in FY33, \$750,000 (FY33: \$152,000 BOF, FY34: \$598,000 BOF), and \$28,000,000 (FY34: \$3,719,000 BOF, FY35: \$11,627,000 BOF, FY36: 12,654,000 BOF) for construction.	Add new breakout projects from I-76 ICM - MPMS #106662
Bucks	86939	US 202/PA 611 (Doylestown Bypass) Preventative Maintenance	Add \$3,000,000 (FY25: \$1,000,000 STU/Toll Credit, FY26: \$2,000,000 STU/Toll Credit) for Preliminary Engineering (PE)	Add new preventative maintenance project engineering phase
Philadelphia	121096	City Wide 112	Add new Citywide Resurfacing project by programming \$500,000 (\$400,000 STU/\$100,000 Local) in FY25 for PE, and \$25,000,000 (FY28: \$489,000 (\$391,000 STU/\$98,000 Local), FY35: \$2,574,000 (\$2,059,000 STU/\$515,000 Local), \$21,937,000 (\$17,550,000 STU/\$4,387,000 Local)) for CON.	Add new citywide resurfacing project
Montgomery	81226	Montgomery County 3R Betterments Line Item	Add new project in the amount of \$246,000 State 581 for PE in FY25. This will be an ongoing program much like the City of Philadelphia's Citywide Resurfacing program.	Create Montgomery County 3R Line Item and draw PE funds down from this MPMS # for PE until they have a list of roads and what needs to be done. PE will evaluate this.
DVRPC Highway Project Deletions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS

Highway and Transit Project Title and Description Changes				
COUNTY	MPMS #	TITLE	CHANGE	
SEPTA	60638	Regional Rail Car & Locomotive Acquisition	Delete project from the TIP by removing funding in the amount of \$40,011,000 in FY25 (\$11,725,000 (\$9,380 Section 5337/\$2,269,000 State 1514/\$76,000 Local)), FY26 (\$14,088,000 (\$11,270,000 Section 5337/\$2,727,000 State 1514/\$91,000 Local)), and FY27 (\$14,198,000 (\$11,359,000 Section 5337/\$2,747,000 State 1514/\$92,000 Local)). This is due to the cancellation of the procurement of 45 Multi- Level Regional Rail Cars for cause due to unmet contract requirements by the manufacturer in April 2024.	
SEPTA	115472	Projects of Significance	Add funding to program in the amount of \$40,011,000 in FY25 (\$11,725,000 (\$9,380 Section 5337/\$2,269,000 State 1514/\$76,000 Local)), FY26 (\$14,088,000 (\$11,270,000 Section 5337/\$2,727,000 State 1514/\$91,000 Local)), and FY27 (\$14,198,000 (\$11,359,000 Section 5337/\$2,747,000 State 1514/\$92,000 Local)). This funding will support the Regional Rail Car Silverliner IV Replacement Project	

Recommended Changes to the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania
 Draft for the July 9, 2024 DVRPC RTC Meeting

Technical Corrections			
COUNTY	MPMS #	TITLE	CHANGE
Various	Various	Various	Make technical correction to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP Codes, etc.

Special Discretionary Funded Projects			
COUNTY	MPMS #	TITLE	CHANGE
Various	Various	Various	Add new projects to the TIP that received special discretionary funds from IJJA/BIL or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded by the discretionary and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #1 – John Zollers

MPMS 102273

May 23, 2024

I am an engineer (not a PE) for engineering consulting company AECOM, and a member of the Lower Providence Environmental Advisory Council (EAC). These comments represent my own views and not those of my employer or the EAC. I live in Lower Providence and frequently visit / traverse this area.

This is a terrible project for the community. Collegeville, the West Ridge Pike neighborhood of Lower Providence, and the Evansburg neighborhood in Lower Providence are physically close enough to be walkable and bikable neighborhoods.

This project doubles down on the car-dependence of this area by:

- Almost doubling the width of Ridge Pike, creating more room for cars to speed, and longer pedestrian crossings.
- Providing pedestrian crossings on only two sides of the proposed very wide intersection at Ridge Pike and Crosskeys Road, and constructing a roundabout that appears to favor auto mobility over pedestrian / bike mobility at Germantown Pike and Crosskeys Road. I estimate it will take up to 10 minutes to wait for the light cycles and traversal time to pass at Ridge and Crosskeys, to go from one corner without crosswalks to the other, a situation which will tempt jaywalking and provide no dignity for pedestrians or bikers.
- Providing a sidewalk / trail on only one side of Ridge, which is NOT the side where most of the residents of the area live.
- Spending millions to shift the location of current automotive backups to a new location without alleviating the source of the bottleneck (the Perkiomen bridge).
- Put the long-term future of a historic bridge at risk.

A much better approach would be to put Ridge Pike on a road diet from Route 29 in Collegeville to Evansburg Road / Level Road. This would:

- Encourage automobiles to shift to Route 422 where feasible.
- Reduce traffic demand and increase community connectivity by creating opportunities for walking and biking between destinations in Evansburg, West Ridge Pike, and Collegeville.
- Almost certainly cost much less.
- Avoid destruction of / disruption to existing properties and businesses along the project corridor.
- Spur development of more desirable housing / business properties in the corridor.
- Creating biking / walking connections to a major recreational feature of the area (Evansburg State Park).

Thank you for your consideration of this matter.

Comment #2 – Gayathri Samudrala

May 31, 2024

Adding a designated right-turning lane from Bristol Pike to Woodhaven road will avoid confusion if the vehicle is about to take a right turn or go straight to Bristol Pike, preventing some accidents.

Currently, it has 2 lines, one for straight-going vehicles, and another for straight and right-turning vehicles.

Please take a look at that road. It would be beneficial to the public if that improvement could be added to FY25-FY28 -TIP.

Comment #3 – John Boyle

MPMS 93105

May 31, 2024

Bicycle Coalition of Greater Philadelphia comment - This road segment is included in the Delaware County Bicycle Plan and is rated by DVRPC at Bicycle LTS 4 (most stressful). Does the project include plans to physically separate bicyclists from the travel lanes?

Comment #4 – John Boyle

MPMS 74827

May 31, 2024

Bicycle Coalition of Greater Philadelphia Comment: Support, However, Bristol Borough does not appear in the description



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



of the project.

Comment #5 – John Boyle

MPMS 83742

May 31, 2024

Bicycle Coalition of Greater Philadelphia Comment: Design drawings show a wide turning radius and we have concerns with turning vehicles conflicting with the Schuylkill River Trail. Corner radii directly impact vehicle turning speeds and pedestrian crossing distances. We would like to see the smallest corner radius possible, a lead pedestrian interval for the trail and a no right turn on red rule.

Comment #6 – John Boyle

MPMS 72355

May 31, 2024

Bicycle Coalition of Greater Philadelphia Comment: Our support is contingent on including a pedestrian facility or if sufficient traffic calming is added to make the existing bridge safer and Wissahickon Trail crossing for all road users <20 mph.

Comment #7 – THOMAS V MARINO

MPMS 102309

Jun 3, 2024

Morgan Creek Bridge. This bridge also has the same suggestions as Beaver Run however I'd like to add that crossing of Morgan Creek for the potential Liberty Bell Trail is vital. The Liberty Bell Trail is a long-term goal to be a DVRPC Circuit Trail. The Eastern side of the Morgan Creek bridge could be very useful in establishing this goal. I'd like to see this bridge add a full protected pedestrian crossing on the eastern side. While the western side is valuable to have a wide shoulder too. The eastern side has much more potential to be useful to the LBT. Richland township trail maps show a proposed path and a sketch of looking at the LBT coming north and following Bethlehem Pike which has a very wide shoulder for best safety.

Comment #8 – THOMAS V MARINO

MPMS 102664

Jun 3, 2024

Beaver Run (really Mullenberg Creek) bridge. We see a lot of foot traffic on Rt309. Richland Twp does ask that all new construction account for at least sidewalk ROW of Rt309 corridor so if at some point in the future we can improve RT 309. Quakertown does this as well. I would request that this project also include a width that this bridge accommodate that. A protected lane would be best.

Comment #9 – THOMAS V MARINO

MPMS 92641

Jun 3, 2024

I have crossed this bridge on a bike and it's dangerous. please try to improve pedestrian and bike access.

Comment #10 – THOMAS V MARINO

MPMS 99431

Jun 3, 2024

presently the Quakertown area transportation plan includes a bike route along 663. This section is Richland Township and Milford. We would welcome a protected bike lane as part of this project. The recently installed protected multiuse land from St Luke to Pumping Station road would be a great connection to the potential northern route of the Liberty bell trail.

Comment #11 – THOMAS V MARINO

MPMS 120912

Jun 3, 2024

This is a potential route for the PA Highlands trail. Having access to a protected crossing would be valuable to add.

Comment #12 – THOMAS V MARINO

MPMS 118190

Jun 3, 2024

This is a hazard crossing for bikes on the way to school and the YMCA. This crossing needs to have a better grade crossing that is safer.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

**Comment #13 – Daniel Paschall**

MPMS 105291

Jun 11, 2024

I fully support the inclusion of these projects on the TIP. But also, please fix the typo in this description, changing "East Coard Greenway" to "East Coast Greenway". Also, the "Philadelphia -Lindbergh Blvd Sidepath" appears to be the same project as the Cobbs Creek Trail Segment D per the DVRPC Circuit Trails database. Please add to the naming to link that project to the Cobbs Creek Trail if that is correct.

Also, could you please clarify the difference between CRP and CRPU funding in the document. It may be there somewhere, but I could not seem to find it.

Finally, could you please include additional reference notes to help link to other projects that are not in the Circuit line item but include Circuit Trails projects, such as the MPMS# 103563 I-95: Delaware Avenue Extension (BS5), MPMS# 117965 Liberty Bell Trail P3, MPMS# 114172 Dreshertown Rd CC Trl Ext, and the MPMS# 99668 PA 291 Drainage Improvement. And for each of those projects, could you please mention in their individual descriptions that they are part of the Circuit Trails.

Comment #14 – Daniel Paschall

MPMS 99668

Jun 11, 2024

I fully support the inclusion of this project. Also, could you please update this project to include the construction of the East Coast Greenway / 9/11 Memorial Trail, as I believe PennDOT agreed to include it as part of the project? Thank you!

Comment #15 – Nick Di Taranto

MPMS 118034

Jun 11, 2024

I want to provide my overall support for the Spring Garden Connector project. I am a long time pedestrian, biking, and transit advocate, with published articles on the history of urban-environmental policy making, and specific urban freeways. I want to urge the planners to consider a road diet for Spring Garden. There are ample studies around the nation that show the enormous benefits of road diets, but I would point the planners to the Washington Ave. study released in April 2024 for a Philadelphia-specific example. The study highlighted the huge increase (181% increase in bicycling at peak times), safety (reduce crashes), and the reduction in illegal and dangerous parking. Moreover, travel times for vehicles were essentially unaffected.

Spring Garden is also an ideal road for a road diet because it has been identified as part of the Vision Zero High Injury Road Network for the city of Philadelphia. Spring Garden has four travel lanes and a posted speed limit of 25 mph, though as someone who rides their bike along Spring Garden at least once per week I can tell you that limit is seldom followed. In terms of the parking protected bike lane, I urge the planners to please make sure that intersections are protected and made safer. Parking protected bike lanes were put into place along Chestnut and Walnut in West Philadelphia, but motorists routinely park into the intersection where the flex posts end. We need real protection, not flexposts. Concrete is the only solution that will prevent people from parking cars at this high danger areas -- whether that is small concrete pillars or my preference, large concrete planters. Let's make Spring Garden live up to it's name.

Comment #16 – Nick Di Taranto

MPMS 118034

Jun 11, 2024

I'd like to add another comment specifically for where Spring Garden meets the Delaware River Trail. I use this trail and Spring Garden all the time and have to request that the planner please consider traffic calming measures for this intersection that make it safer for pedestrians and cyclists to cross Delaware Avenue. People routinely drive 50 mph or faster on Delaware, or fly through the turn coming off Spring Garden onto Delaware Avenue.

I think the best solutions would be daylighting and curb bump outs that make shorten the crossing distance. Moreover,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



pedestrian / bike signaling that prioritizes those road users would also help, as many cars will try to "beat the light" and turn right in front of and nearly hit people crossing Delaware Ave.

Comment #17 – Kari Kling

MPMS 118034

Jun 11, 2024

I appreciate adding the protected bike lanes. However, taking space away from the sidewalks makes the sidewalks too narrow. Spring Garden Street doesn't get enough traffic to justify 4 lanes of motor vehicle traffic plus two parking lanes. The space for protected bike lanes should be taken from a lane of motor vehicle traffic in each direction.

Comment #18 – Jeff Friedman

Jun 11, 2024

Do not expand roadways. The world is on fire. De-prioritize automobiles and prioritize other modes. Thank you.

Comment #19 – Sean Conlon

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Sean Conlon

[email removed]

Comment #20 – Jonathan Krauss

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jonathan Krauss
[email removed]

Comment #21 – Dan McGrath

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Dan McGrath
[email removed]

Comment #22 – Charles Green

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Charles Green
[email removed]

Comment #23 – Blaik Halling

Jun 6, 2024

Jun 6, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Dr. Blaik Halling

1384 Chase Rd

Newtown, PA 18940-3712

[email removed]

Comment #24 – Barron Lacy

Jun 5, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



1. I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Barron Lacy
[email removed]

Comment #25 – Nancy Aikens

Jun 6, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Nancy Aikens
[email removed]

Comment #26 – Ryan Cree

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Ryan Cree

2445 M St NW

Washington, DC 20037-1435

[email removed]

Comment #27 – Lyn Hedrick

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Lyn Hedrick
644 Rively Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Collingdale, PA 19023-3544

[email removed]

Comment #28 – Richard Rohr

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania

Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Richard Rohr

21 Fox Ln

Broomall, PA 19008-2008

[email removed]

Comment #29 – Jamie Swaintek

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mrs. Jamie Swaintek
518 Lawn Ave
Sellersville, PA 18960-2106
[email removed]

Comment #30 – Thomas Cody

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects. I believe this will promote safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

Connecting the current separated Trail networks is a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Thomas Cody
2108 Squirrel Hill Rd
Schwenksville, PA 19473-2004

[email removed]

Comment #31 – Mark Silks

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Mark Silks

1107 Park Ave

Lansdale, PA 19446-1318

[email removed]

Comment #32 – Robert Franz

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

Every weekend that I can possibly manage, I head to the local trails to bicycle. I feel it keeps me young, and most people have no idea that I am as old as I am. There is a wonderful network of local trails in the Circuit Trail system, and they just need to be expanded and connected into a greater system.

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Robert Franz

169 Wildflower Dr

Plymouth Meeting, PA 19462-1521

[email removed]

Comment #33 – Martin Marino

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Martin Marino
322 Firethorne Cir
Exton, PA 19341-2023

[email removed]

Comment #34 – Fred Cohen

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Fred Cohen

440 S Broad St

Unit

Philadelphia, PA 19146-4901

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #35 – Mark Kenney

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania

Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,

Mr. Mark Kenney

1447 Greenawalt Rd

Huntingdon Valley, PA 19006-2607

[email removed]

Comment #36 – Stephen Nitz

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Stephen Nitz

7102 Llanfair Rd

Ste 5

Upper Darby, PA 19082-3606

[email removed]

Comment #37 – Walter Heffner

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

My wife and I as well as our 3 children and their families are avid users of the trails in SE PA & South New Jersey. We use the trails already in existence for walking, biking, running and nature observation and photography.

Thirty years ago where I live was relatively safe for biking and I often biked to work and back as well as for pleasure. But today roads are much more crowded with automobiles and less safe for cyclists and I and my family choose to only bike off-road on trails. Completing the proposed trail projects are of great importance for my family and all citizens of our area.

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Walter Heffner
35 Wood Stream Dr
Langhorne, PA 19053-1507
[email removed]

Comment #38 – Brett Myers

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Brett Myers

74 Whites Mill Rd

Green Lane, PA 18054-2443

[email removed]

Comment #39 – Aurica Donovan

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mrs. Aurica Donovan
2323 Race St
Unit 1102
Philadelphia, PA 19103-1089
[email removed]

Comment #40 – John Wright

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania

Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. John Wright

9 Strathmore Rd

Havertown, PA 19083-3719

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #41 – Joan Horn

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

Trails are vital to my life. We use the Pennypack trail so often with our disabled 5 year old grandson.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Joan Horn

8335 Thomson Rd



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Elkins Park, PA 19027-1730

[email removed]

Comment #42 – Ralph Marothy

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania

Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Ralph Marothy

60 W Tulpehocken St

Philadelphia, PA 19144-2608

[email removed]

Comment #43 – William Oliver

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. William Oliver
116 Exeter Rd
Devon, PA 19333-1606
[email removed]

Comment #44 – Robert Montgomery

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Robert Montgomery
11 S Wyoming Ave
Unit 10
Ardmore, PA 19003-1255

[email removed]

Comment #45 – Paula Gregorowicz

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Paula Gregorowicz

66 Whethersfield Cir

Telford, PA 18969-1870

[email removed]

Comment #46 – Ned Levi

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Ned Levi

2101 Market St

Unit 3406

Philadelphia, PA 19103-1368

[email removed]

Comment #47 – Debra Neidig

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be



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Transportation Improvement Program (TIP)
DRAFT for Public Comment



leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Debra Neidig
2328 Deer Trail Rd
Coopersburg, PA 18036-9070

[email removed]

Comment #48 – Janice Rosmini

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mrs. Janice Rosmini
5900 Griscomb Dr
Bensalem, PA 19020-1150
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #49 – Columba McDevitt

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
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Sincerely,

Mr. Columba McDevitt
1508 Grovania Ave
Abington, PA 19001-1705
[email removed]

Comment #50 – Louise Walker

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails and to include feeder trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mrs. Louise Walker
551 N Guthriesville Rd
Downingtown, PA 19335-1082
[email removed]

Comment #51 – Robert Gallagher

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Robert Gallagher

1013 Foster St

Philadelphia, PA 19116-3407

[email removed]

Comment #52 – Rixhard VanAken

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1

- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

The more trails the better the quality of life will be for the populace.

Sincerely,

Mr. Rixhard VanAken
68 Murray Rd
Holland, PA 18966-1740
[email removed]

Comment #53 – Arthur Vogel

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Arthur Vogel

121 Foxgayte Ln

Pottstown, PA 19465-8542

[email removed]

Comment #54 – Rebecca Moore

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania

Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Rebecca Moore
117 Elmwood Ave
Narberth, PA 19072-2409
[email removed]

Comment #55 – David Pratt

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am all in favor of expanding the trails, but unless you also ensure that adequate washroom facilities are included, there is no point.

Currently, the Schuylkill Valley Trail between Manayunk and Betzwood Bridge has no permanent washroom. There were porta-potties at the SEPTA stations in Conshohocken, but they are no longer there and most



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



people didn't even know about them. Most people were urinating and defecating in the bushes alongside the trail since they didn't even know about those facilities, but after AMTRAK eliminated the vegetation alongside the trail along major expanses recently, those people don't have any privacy. Conshohocken set aside \$400K to build a washroom close to the SEPTA station there, but neighbors objected to having it. The new SEPTA station in Conshohocken has a couple nice washrooms, but it is closed much of the time and they don't want to open it even if Conshohocken pays to keep it open. So it discourages a lot of people, like myself, from using the Schuylkill Valley Trail. It is especially discouraging for older people who may have bladder problems. Why it is that in the USA we have such a reluctance to build washroom facilities is beyond me and we remain so socially backward compared to many European countries it is ridiculous.

Sincerely,

Mr. David Pratt

28 Militia Hill Dr

Chesterbrook, PA 19087-5846

[email removed]

Comment #56 – Raymond Price

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Raymond Price
870 Amber Ln
West Chester, PA 19382-2241

[email removed]

Comment #57 – James and Michelle Alvare

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. James and Michelle Alvare

134 Hastings Ave

Havertown, PA 19083-2430

[email removed]

Comment #58 – Rocco Masticolo

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Rocco Masticolo
350 Brock Rd
Springfield, PA 19064-3118
[email removed]

Comment #59 – Joe Naglich

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Joe Naglich

4 Lawndale Dr

Yardley, PA 19067-3431

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #60 – John Vantine

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,

Mr. John Vantine

518 Hampshire Rd

Drexel Hill, PA 19026-1306

[email removed]

Comment #61 – Dennisd Davidson

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Dennis Davidson
208 Lacey Ave
Doylestown, PA 18901-3846
[email removed]

Comment #62 – Pam Mckernan

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

- MPMS# 119299 | Carbon Reduction Program Line Item

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Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Pam Mckernan

PO Box 762

Gwynedd Valley, PA 19437-0762

[email removed]

Comment #63 – Louis Mandrack

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Louis Mandrack
438 Belle Ln
Harleysville, PA 19438-2404
[email removed]

Comment #64 – Ken Louis

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Ken Louis

806 Furnace Ct

Phoenixville, PA 19460-1343

[email removed]

Comment #65 – Louis Peirce

Jun 5, 2024

Jun 5, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Louis Peirce

146 Erdenheim Rd

Glenside, PA 19038-7848

[email removed]

Comment #66 – Maureen Hughes

Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mrs. Maureen Hughes
506 Meadowpark Ln
Media, PA 19063-5014
[email removed]

Comment #67 – David Smith

Jun 5, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. David Smith
1615 Dublin Rd
Dresher, PA 19025-1215

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #68 – Grace Hanlon

Jun 4, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of 12 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Grace Hanlon

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #69 – Jay Devine

Jun 4, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Jay Devine

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #70 – Brittani Hales

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Brittani Hales

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #71 – Ira Josephs

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Ira Josephs

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #72 – Snownia Collins

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,
Snownia Collins
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #73 – MARGARET BURNS

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

MARGARET BURNS

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #74 – Victoria Rybakowski

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Victoria Rybakowski

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #75 – Jeremy Loomis

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Jeremy Loomis

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #76 – Annette Pyatt

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Annette Pyatt

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #77 – Johneane Bell

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Johneane Bell

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #78 – Nadine Mchenry

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of 12 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Nadine Mchenry

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #79 – Katherine Reyes

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Katherine Reyes

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #80 – Kenneth Jenkins

Jun 1, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,
Kenneth Jenkins
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #81 – Alyssa Zinar

May 31, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Thank you,

Alyssa Zinar

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #82 – Janilyn Pinkowicz

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Janilyn Pinkowicz
[email removed]

Comment #83 – Daniel Paschall

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Daniel Paschall

[email removed]

Comment #84 – Neil Hickey

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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2. I fully support the prioritization and construction of the following Circuit Trails projects:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Neil Hickey
[email removed]

Comment #85 – Eric Daley

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Eric Daley

[email removed]

Comment #86 – Jose Ditan

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jose Ditan
[email removed]

Comment #87 – Jeannine Anckaitis

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jeannine Anckaitis

[email removed]

Comment #88 – Gabriel Gottlieb

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gabriel Gottlieb
[email removed]

Comment #89 – James Byrne

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

James Byrne

[email removed]

Comment #90 – Elizabeth Nunan

Jun 11, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elizabeth Nunan
[email removed]

Comment #91 – Uma McGuire

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Uma McGuire

[email removed]

Comment #92 – Katie Kovalchik

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Katie Kovalchik

[email removed]

Comment #93 – William Tung

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Tung
[email removed]

Comment #94 – David Talone

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Talone
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #95 – Samantha Kelly

Jun 12, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Samantha Kelly
[email removed]

Comment #96 – Daniel Love

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Daniel Love

[email removed]

Comment #97 – Joe Bonus

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joe Bonus
[email removed]

Comment #98 – Bob Arrowsmith

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Bob Arrowsmith

[email removed]

Comment #99 – Jordan Teicher

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jordan Teicher
[email removed]

Comment #100 – Amy Krauss

Jun 12, 2024

Dear members of the DVRPC Board, :

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- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Amy Krauss

[email removed]

Comment #101 – Aaron Becker

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Aaron Becker
[email removed]

Comment #102 – Kevin Reilly

Jun 12, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Kevin Reilly

[email removed]

Comment #103 – Darrell Boyd

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Darrell Boyd
[email removed]

Comment #104 – Barry Thaler

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Barry Thaler

[email removed]

Comment #105 –

Jun 11, 2024

Spring Garden Street doesn't get enough motor vehicle traffic to justify keeping 4 lanes of motor vehicle traffic plus two lanes of parking. Currently, it has 4 lanes of traffic that never fill up, and the proposal for a protected bike lane is proposing removing space from the sidewalk rather than removing any space from cars. We need a protected bike lane there, but the sidewalk is already narrow. Bike lanes should not serve as a detriment to pedestrians, but they should protect bicyclists from cars. In order to achieve both those goals, the street should be reduced to two lanes of motor vehicle traffic with protected bike lanes and wide sidewalks.

Sent from Outlook



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #106 –

Jun 11, 2024

Sent from my iPhone

Hello

In my opinion, with the cancellation of the KOP (King of Prussia) line extension, the funds that were going to be allocated could be used to make all Septa Subway and El Stations more ADA accessible for people with disabilities. It would make sense and Septa would not have to ask for extra funding. My second thought is put the money towards building hydrogen fuel stations and charging stations for the upcoming fuel cell and battery electric buses that Septa is planning to have. There could be discussions between Septa and DVRPC in include these in the TIP plan.

Thanks

Jerrett Johnson

Public Participation Task Force- DVRPC

Comment #107 – Will Fraser

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following

Circuit Trails projects:

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Will Fraser

[email removed]

Comment #108 – Stefan Zajic

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stefan Zajic
[email removed]

Comment #109 – Lawrence Powell

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
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 - MPMS# 105291 | The Circuit Line Item



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Lawrence Powell
[email removed]

Comment #110 – David Wolfsdorf

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Wolfsdorf
[email removed]

Comment #111 – Susan Atkins

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Susan Atkins

[email removed]

Comment #112 – Steven Kronenbitter

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Steven Kronenbitter

[email removed]

Comment #113 – Matt Thomas

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Matt Thomas

[email removed]

Comment #114 – Alexandra Napoleon

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Alexandra Napoleon

[email removed]

Comment #115 – Michael Guttman

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Guttman
[email removed]

Comment #116 – Adam Hamilton

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Adam Hamilton
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #117 – Mark Jones

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Mark Jones
[email removed]

Comment #118 – Erin Reagan

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Erin Reagan

[email removed]

Comment #119 – Mark Dzmura

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mark Dzmura

[email removed]

Comment #120 – Adrian Lowman-Diamond

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Adrian Lowman-Diamond

[email removed]

Comment #121 – Steven Schon

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Steven Schon
[email removed]

Comment #122 – John Dulik

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

John Dulik

[email removed]

Comment #123 – Christopher Switky

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christopher Switky
[email removed]

Comment #124 – Chris Wilz

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Chris Wilz

[email removed]

Comment #125 – Joel Hecker

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joel Hecker
[email removed]

Comment #126 – Joe Cox

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joe Cox

[email removed]

Comment #127 – Johan Andrade

Jun 7, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Johan Andrade

[email removed]

Comment #128 – William Fisher

Jun 7, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

William Fisher

[email removed]

Comment #129 – Sharon Caine

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sharon Caine
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #130 – Stephanie Bacue

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Stephanie Bacue
[email removed]

Comment #131 – Seth Budick

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Seth Budick

[email removed]

Comment #132 – Eric Janson

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Eric Janson

[email removed]

Comment #133 – Brian Rickman

Jun 7, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Brian Rickman

[email removed]

Comment #134 – Patricia Hendrick

Jun 7, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Patricia Hendrick
[email removed]

Comment #135 – Edward Stephens

Jun 7, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Edward Stephens
[email removed]

Comment #136 – JOHN fitzpatrick

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
JOHN fitzpatrick
[email removed]

Comment #137 – Ronald Hess

Jun 7, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ronald Hess

[email removed]

Comment #138 – Mike DELLAPENNA

Jun 7, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mike DELLAPENNA

[email removed]

Comment #139 – Massimo Malossini

Jun 7, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Massimo Malossini

[email removed]

Comment #140 – David Lenowitz

Jun 7, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
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DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

David Lenowitz

[email removed]

Comment #141 – Raymond King

Jun 7, 2024

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DRAFT for Public Comment



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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Raymond King

[email removed]

Comment #142 – Deborah levin

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Deborah levin

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #143 – John Mitchell

Jun 7, 2024

Dear members of the DVRPC Board, :

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
John Mitchell
[email removed]

Comment #144 – Meredith Ellison

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Meredith Ellison

[email removed]

Comment #145 – Marsha Menendez

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Marsha Menendez
[email removed]

Comment #146 – Manny Menendez

Jun 7, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Manny Menendez

[email removed]

Comment #147 – John Fiorella

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
John Fiorella
[email removed]

Comment #148 – Scott Deeck

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Scott Deeck

[email removed]

Comment #149 – Cyrena Deeck

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Cyrena Deeck
[email removed]

Comment #150 – Elizabeth Hersh

Jun 8, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elizabeth Hersh
[email removed]

Comment #151 – JoAnn Bongart

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
JoAnn Bongart
[email removed]

Comment #152 – JOHN GINTHER

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
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DRAFT for Public Comment



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 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
JOHN GINTHER
[email removed]

Comment #153 – Sarah Vieldhouse

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
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DRAFT for Public Comment



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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sarah Vieldhouse
[email removed]

Comment #154 – Doug Grainge

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Doug Grainge
[email removed]

Comment #155 – Jerry Amari

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jerry Amari

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #156 – Amy Bursky

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Amy Bursky
[email removed]

Comment #157 – Gregory Milewski

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Gregory Milewski

[email removed]

Comment #158 – Neil Hornbeck

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Neil Hornbeck

[email removed]

Comment #159 – Marc Seltzer

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Marc Seltzer

[email removed]

Comment #160 – Dominic Vasturia

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Dominic Vasturia
[email removed]

Comment #161 – Joe Ra

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joe Ra

[email removed]

Comment #162 – Linda Nelsen

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Linda Nelsen
[email removed]

Comment #163 – David Gabel

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

David Gabel

[email removed]

Comment #164 – Sophia Merow

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sophia Merow
[email removed]

Comment #165 – Wayne Smithers

Jun 8, 2024

Dear members of the DVRPC Board, :

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DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Wayne Smithers
[email removed]

Comment #166 – Alexander Lamm

Jun 8, 2024

Dear members of the DVRPC Board, :

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This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alexander Lamm
[email removed]

Comment #167 – mike grosse

Jun 8, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

mike grosse

[email removed]

Comment #168 – Bill Oliver

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Bill Oliver
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #169 – Peter Norman

Jun 8, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Peter Norman
[email removed]

Comment #170 – Adam Reese

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Adam Reese

[email removed]

Comment #171 – Susan Babbitt

Jun 8, 2024

Dear members of the DVRPC Board, :

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Susan Babbitt
[email removed]

Comment #172 – James McCarry

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,
James McCarry
[email removed]

Comment #173 – Walter Hertler

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Walter Hertler
[email removed]

Comment #174 – Brian Ray

Jun 8, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Brian Ray

[email removed]

Comment #175 – Joe Naglich

Jun 8, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joe Naglich
[email removed]

Comment #176 – Bryan Calvet

Jun 8, 2024

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Bryan Calvet

[email removed]

Comment #177 – Sheryl Panka-Bryman

Jun 8, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Sheryl Panka-Bryman

[email removed]

Comment #178 – Mead Young

Jun 8, 2024

Dear members of the DVRPC Board, :

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DRAFT for Public Comment



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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mead Young
[email removed]

Comment #179 – Michael Singer

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Singer
[email removed]

Comment #180 – Wesley Bowers

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Wesley Bowers

[email removed]

Comment #181 – Steven Profit

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Steven Profit

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #182 – Cindy Grossman

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Cindy Grossman
[email removed]

Comment #183 – Jonathan Haggard

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jonathan Haggard

[email removed]

Comment #184 – Timothy P Carey

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1

- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station

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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

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- MPMS# 119299 | Carbon Reduction Program Line Item

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Timothy P Carey
[email removed]

Comment #185 – Janilsa Smith

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Janilsa Smith

[email removed]

Comment #186 – John Bryan

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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2. I fully support the prioritization and construction of the following Circuit Trails projects:

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
John Bryan
[email removed]

Comment #187 – Edward Buchanan

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Edward Buchanan
[email removed]

Comment #188 – Ryan Brandt

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ryan Brandt
[email removed]

Comment #189 – Alex Clark

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Alex Clark

[email removed]

Comment #190 – Nicholas Di Taranto

Jun 9, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Nicholas Di Taranto

[email removed]

Comment #191 – Christine Duffy

Jun 9, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christine Duffy
[email removed]

Comment #192 – Virginia Zipf

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Virginia Zipf
[email removed]

Comment #193 – Derrick Wu

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Derrick Wu

[email removed]

Comment #194 – Dave Wojciechowski

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Dave Wojciechowski

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #195 – Adrian Velonis

Jun 10, 2024

Dear members of the DVRPC Board, :

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Adrian Velonis
[email removed]

Comment #196 – Hank Garrett

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Hank Garrett

[email removed]

Comment #197 – Anya Saretzky

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Anya Saretzky
[email removed]

Comment #198 – Erik Dixon

Jun 10, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Erik Dixon

[email removed]

Comment #199 – Marjorie Greenfield

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Marjorie Greenfield

[email removed]

Comment #200 – John Santoro

Jun 10, 2024

Dear members of the DVRPC Board, :

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

John Santoro

[email removed]

Comment #201 – Zhenya Nalywayko

Jun 10, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Zhenya Nalywayko
[email removed]

Comment #202 – Jared Welch

Jun 10, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jared Welch

[email removed]

Comment #203 – Jessie Amadio

MPMS 112500

Jun 12, 2024

I fully support introducing as much new protected bicycle lanes and intersection daylighting as possible. Specifically, S 21st st from Market to Oregon is in desperate need of a protected bike lane to mirror the highly used 22nd st bike lane. 21st needs a bike lane, even if removing parking is required.

Comment #204 – Nicholas Di Taranto

MPMS 112500

Jun 12, 2024

I saw that 21st Street between market and Oregon was on the list of streetsFor roadway rehabilitation.

I'd like to strongly recommend that that separated, protected bike lanes be considered for this road. It would provide a much needed southbound bike lane to parallel the northbound lane on 22nd street.

Moreover, 21st Street was identified in the vision zero high injury network. Studies show that bike lanes positively effect the safety of all road users, reducing crashes involving motor vehicles, pedestrians, bicycles, and all other users. Right now, the travel lanes are shared between bikes and cars leading to dangerous situations where cars often pass cyclists with very little room, increase speed quickly to pass, and generally cause dangerous situations for people riding bikes as well as other road users.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #205 – Blake Carroll

MPMS 118034

Jun 12, 2024

The project needs to consider the implementation of a road diet because it is safer in addition to considering better urban transit options like evaluating the deployment of bus lanes. As found in the Washington Ave. study (<https://www.phila.gov/media/20240304141307/Washington-Avenue-Year-1-Evaluation-Full-Report-20240301.pdf>), implementing road diets can increase safety while not significantly changing travel times.

Comment #206 – Janilyn Plinkowicz

Jun 10, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Janilyn Pinkowicz
[email removed]

Comment #207 – Daniel Paschall

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



2. I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Daniel Paschall

[email removed]

Comment #208 – Neil Hickey

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Neil Hickey

[email removed]

Comment #209 – Eric Daley

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Eric Daley
[email removed]

Comment #210 – Jose Ditan

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jose Ditan

[email removed]

Comment #211 – Jeannine Anckaitis

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jeannine Anckaitis

[email removed]

Comment #212 – Gabriel Gottlieb

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gabriel Gottlieb
[email removed]

Comment #213 – James Byrne

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

James Byrne

[email removed]

Comment #214 – Elizabeth Nunan

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elizabeth Nunan
[email removed]

Comment #215 – Uma McGuire

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Uma McGuire

[email removed]

Comment #216 – Katie Kovalchik

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Katie Kovalchik

[email removed]

Comment #217 – William Tung

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Tung
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #218 – David Talone

Jun 11, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
David Talone
[email removed]

Comment #219 – Samantha Kelly

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Samantha Kelly

[email removed]

Comment #220 – Daniel Love

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Chester County

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Daniel Love
[email removed]

Comment #221 – Joe Bonus

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joe Bonus

[email removed]

Comment #222 – Bob Arrowsmith

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Bob Arrowsmith
[email removed]

Comment #223 – Jordan Teicher

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jordan Teicher
[email removed]

Comment #224 – Amy Krauss

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Amy Krauss

[email removed]

Comment #225 – Aaron Becker

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Aaron Becker

[email removed]

Comment #226 – Kevin Reilly

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kevin Reilly
[email removed]

Comment #227 – Darrell Boyd

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Darrell Boyd

[email removed]

Comment #228 – Heather Ryan

MPMS 110312

Jun 12, 2024

This is a dangerous and frustrating intersection. Cars aside, I have seen a semi get stuck on (and destroy getting off of) the curb while turning right northbound from Newark Rd. I suggest this be a high priority project.

Comment #229 – Lisa Frueh

MPMS 118034

Jun 13, 2024

Protected bike lanes with parking on the traffic-side and bike lanes on the sidewalk side would vastly improve safety on this street. Improvements on Washington Ave increased bike traffic and safety. Spring garden could similarly serve as a safe connector for cyclists between the Delaware river trail and Fairmount park. As it is today, it is extremely dangerous with fast cars and little regard for bike safety. My daily commute takes me on Spring Garden for about 15 blocks and it's



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



my least favorite part of my ride. I have almost been hit 4 times, mostly from people driving into the bike lane, turning right without looking for bikes, or pulling out of parking places suddenly into the bike lane.

Comment #230 – Jessie Amadio

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jessie Amadio
[email removed]

Comment #231 – Alicia Simpson

Jun 12, 2024

Dear members of the DVRPC Board, :

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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alicia Simpson
[email removed]

Comment #232 – isabel melvin

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



2. I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

isabel melvin

[email removed]

Comment #233 – Carol Eisenlohr

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Carol Eisenlohr

[email removed]

Comment #234 – Alyssa Brysiak

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alyssa Brysiak
[email removed]

Comment #235 – Gary Butterworth

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gary Butterworth
[email removed]

Comment #236 – Don Wildermuth

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Don Wildermuth
[email removed]

Comment #237 – Andrew Spiers

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrew Spiers
[email removed]

Comment #238 – Titania Markland

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Titania Markland
[email removed]

Comment #239 – Lyn Hedrick

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Lyn Hedrick

[email removed]

Comment #240 – Brian Murray

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Brian Murray
[email removed]

Comment #241 – Ruth Seeley

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ruth Seeley

[email removed]

Comment #242 – Thomas Briggs

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Thomas Briggs
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #243 – Roberta Camp

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Roberta Camp
[email removed]

Comment #244 – Gregory Foster

Jun 12, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Gregory Foster

[email removed]

Comment #245 – Olivia G. Overton

Jun 12, 2024

Dear members of the DVRPC Board, :

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

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Chester County

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Olivia G. Overton
[email removed]

Comment #246 – Rona Fisher

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Rona Fisher

[email removed]

Comment #247 – Charles Karl

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Charles Karl
[email removed]

Comment #248 – Loree Schuster

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Loree Schuster

[email removed]

Comment #249 – Brandon Rothauge

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Brandon Rothauge
[email removed]

Comment #250 – Meagan Watkins

Jun 13, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Meagan Watkins
[email removed]

Comment #251 – David DesPortes

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David DesPortes
[email removed]

Comment #252 – Emma Kahn

Jun 13, 2024

Dear members of the DVRPC Board, :

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DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Emma Kahn
[email removed]

Comment #253 – Morgan Wright

Jun 13, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Morgan Wright

[email removed]

Comment #254 – Adrian Lowman-Diamond

Jun 17, 2024

Remove parking on 21st street to accommodate a bike lane to pair with northbound 22nd street. We need a connected network of bike lanes!

Comment #255 – Adrian Lowman-Diamond

MPMS 81219

Jun 17, 2024

This project is unacceptably delayed. CSX needs to complete its obligations and repair the viaduct so that the roadway can be reconfigured. This should not take until FY29 to start.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #256 – Daniel Paschall

MPMS 118034

Jun 17, 2024

I am writing to express my full support for this project on behalf of the East Coast Greenway Alliance. I have also heard from other advocates interest in the potential for further multimodal and safety improvements to be included in the project design. Could the team please consider and analyze how a road diet might help improve safety by reducing speeding, reducing the crossing distance for pedestrians and other vulnerable road users, and creating more space for walking and biking along the corridor?

Additionally, could the project team also consider and analyze the potential for significant design improvements to upgrade bus travel? This could include dedicated bus lanes, transit signal priority, level boarding platforms for transit passengers, queue jumps for buses, additional loading zones to deter vehicles from blocking designated bus stops, and any other measures to help prioritize bus travel over other vehicle traffic. With the bus revolution combined with hundreds of more residential units being developed along the corridor with still more space for density infill, prioritizing bus movements will help in the near and long term to alleviate congestion with improved sustainable and affordable transportation options.

Finally, please prioritize pedestrians, cyclists, and other vulnerable road users at all crossings and see if there are any potential locations for raised crossings (especially across driveways and minor street crossings), as well as a streamlined process and outreach to local organizations to include plaza elements with new seating, bike racks, trees, shade structures, wayfinding, and other amenities to aid those travelers who seek shelter and a place to rest along the corridor.

Comment #257 – Daniel Paschall

MPMS 120762

Jun 17, 2024

Please include wayfinding signage for users walking and biking to help travelers navigate the active transportation network, connect with nearby trails, transit, parks, and commercial corridors.

Comment #258 – Daniel Paschall

MPMS 103563

Jun 17, 2024

Please ensure that people walking and biking along the Delaware River Trail will be able to connect safely, comfortably, and seamlessly, with as few crossings as possible of any vehicular travel lanes, on/off ramps, and through underpasses that make it challenging to navigate for safety and wayfinding purposes. Include signage to support the wayfinding to nearby trails (in particular the Circuit Trails and East Coast Greenway), transit, parks, and commercial corridors. Please work with Riverfront North Partnership, the Bicycle Coalition of Greater Philadelphia, and East Coast Greenway Alliance to work on the finer details around walking and biking improvements throughout this project's development of its design and implementation.

Comment #259 – Daniel Paschall

MPMS 92324

Jun 17, 2024

Please note that this is a potential future route of the East Coast Greenway and will need to include reference details that recommend the implementation of a shared use path on the bridge to create a future link between Tinicum Township to the Heinz Refuge for people walking and biking.

Comment #260 – Daniel Paschall

MPMS 64778

Jun 17, 2024

The project overlaps with parts of the planned East Coast Greenway in Bristol Township on State Road near the Neshaminy Creek and again between River Rd and SR-413, and it is concerning that this project's description includes the widening of travel lanes and a lack of pedestrian and bicycle facilities, which will further disconnect residents along the corridor in Bristol Township, as well as make parts of the ECG that much less safe and challenging to develop (including parts of the current interim ECG on-road route). This is all especially important now as Bristol Township strives to plan,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



design, and construct the East Coast Greenway along parts of this right-of-way for a potential River Rd / PECO corridor trail between Croydon Woods and SR-413, in which the trail will need to route along State Road on either end of the River Rd Trail.

Please use the PennDOT Connects process to engage Bristol Township, Heritage Conservancy, Pennsylvania Environmental Council, and the East Coast Greenway Alliance to look at ways the project could avoid hurting the potential of a future trail connection and at best support the development of the trail in this corridor.

Comment #261 – Daniel Paschall

MPMS 77183

Jun 17, 2024

Please include wayfinding signage and maps at each transit station (on the platforms and by the entrances/exits) to provide navigational information to nearby transit routes, trails (in particular Circuit Trails and East Coast Greenway trails), parks, public restrooms and other amenities, and nearby commercial corridors.

Comment #262 – Chris Stanford

MPMS 64778

Jun 18, 2024

Please include the River Road Portion of the East Coast Greenway walking/bike trail as part of this PennDOT project.

Comment #263 – Nicholas Carosella

MPMS 118024

Jun 18, 2024

I'm confused by the first element in the description. Part of the issue is the congestion that results from all 202 NB traffic having to be in the right lane to continue onto the bypass. The description as currently written says the right lane will split into two lanes on the ramp, which would not alleviate the issue. Instead, having both lanes of 202 NB exit to the bypass (with the left lane having an option to continue straight onto High Street via a single lane) would better address the current deficiencies.

Comment #264 – Nicholas Carosella

MPMS 95429

Jun 18, 2024

Might be an area to consider an innovation such as displaced left turns for US 1 (using ROW on north side of roadway) to shorten signal cycles

Comment #265 – Nicholas Carosella

MPMS 15251

Jun 18, 2024

Hope reconfiguration of Media Bypass terminus is included given the primary movement having to exit/merge to continue on US 1 and the NB ramp curvature.

Comment #266 – Nicholas Carosella

MPMS 112298

Jun 18, 2024

PennDOT should consider using the inside of the roadway between Baltimore Pike and US 1 to create auxiliary lanes between the two interchanges, given the current merges at both interchanges create significant congestion.

Comment #267 – Nicholas Carosella

MPMS 15477

Jun 18, 2024

Would it be possible to realign I-95 NB to follow the SB roadway and then keep the current 322 EB to I-95 NB ramp (which would then become a right-hand merge)?

Comment #268 – F.L.Hagedorn

Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



revenue in Chinatown, Washington Square West, and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #269 – Sophia Lee

Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Additionally I have grave concerns about the potential traffic in the area. Not only is SEPTA not sufficient to provide enough transportation for potential future basketball games, but people will try to drive in anyway, and there is certainly insufficient parking space available.

Comment #270 – Kristine Wee

Jun 18, 2024

Hello there,

I'm writing to include my voice in opposition to the development of the 76 Place arena. I urge the DVRPC to conduct a proper study that analyzes overall impact on Philadelphia residents, especially those that stand to lose the most if this arena costs taxpayers money instead of much-needed revenue.

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #271 – Alyssa R

Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area. I am a resident of these neighborhoods and strongly believe this will negatively impact the local community.

As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities

Comment #272 – Emma Hall

Jun 18, 2024

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As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #273 – May Kho

Jun 18, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #274 – Wayne Ritz

Jun 18, 2024

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Comment #275 – Jacinda Tran

Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

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Comment #276 – Abigail Lowe

Jun 19, 2024

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Comment #277 – Jay Chou

Jun 19, 2024

No f**king arena in Philly Chinatown!!



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #278 – Jennifer DeSimone-Jewell

Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

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Comment #279 – Stuart Krzywonos

Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue:

Comment #280 – elizabeth jones

Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with “impact studies” that they paid for, which creates serious questions of bias. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

As a Director in an immigrant serving non-profit, I know the data shows that strong immigrant communities benefit the entire city. There are multiple examples around the country of cities putting all their economic revitalization hopes in an arena project only to experience the opposite. Follow the data and engage the community in solutions that have worked and that benefit the people who live in the area—instead of continuing to try and coax suburbanites into the city. Create



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



spaces for Philadelphians to live and work and thrive. Sixers have a much better opportunity to be a part of the sports complex planning in South Philly.

Comment #281 – Kristine Chin

Jun 19, 2024

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #282 – Brooke Rogers

Jun 19, 2024

The community does NOT want the proposed arena in Chinatown. Building it would be a massive, irrevocable mistake at the literal cost of taxpayers. Do the right thing for the community and the City and say no.

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Respectfully,
Brooke Rogers
Philly resident
CCP employee

Comment #283 – Deborah Gausmann

Jun 19, 2024

Please do not accept the proposed plan for a 76 Place Arena. Our Philadelphia community needs independent studies, not bogus "impact studies" paid for by the developer 76DevCorp. The DVRPC should be responsible for truly assessing the impact of an arena, which would be a monumental change to the region, costing Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue. Our beloved Philadelphia is already the poorest big city in the U.S. We can't afford a Center City arena that would steal funds needed for our schools, streets and communities.

Comment #284 – Shirley Moy

Jun 19, 2024

Here are my reasons why the 76ers Place arena at Fashion District is a terrible idea.

As a resident and patron of Chinatown, I already have difficulty finding parking in Center City and Chinatown. I can only imagine 18,000 more people, 8,000 more cars every other night looking for a spot like me. Nightmare!

I can imagine a daytime 76ers game when there's also an event at the Convention Center. Gridlock from River to River!



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



On game nights and event nights, Chinatown patrons will expect to pay even more than you already do. Do you think customers are going to frequent your Center City or Chinatown restaurant on game nights or event nights?. Heck no, they're staying away from the parking and traffic congestion and going to eat somewhere else. Customers are not going to order delivery either, because it could take too long to get the food. The 76ers might be winners, but the local businesses will be the losers.

Wait until the arena comes and drives up the cost for folks that live in the area already. 76ers are proposing 347 housing units, with just 20% being "affordable", meaning 80% or 270 units being "not affordable" for most working class families. The 76ers tout its plan for "affordable housing" that's not the same as "low-income housing" or "subsidized housing."

What is the proposed rental cost to live in the one or two bedroom apartments that are not considered "affordable housing units."? If you already live in the area, the 76ers are going to drive up the rent in nearby apartment units and drive current residents out of the neighborhood.

As a homeowner, I'm paying over \$4,000 a year in real estate taxes in Chinatown. I'm not going to afford living there when the real estate taxes go up.

People experiencing a health emergency and trying to get to Jefferson or Penn Hospital in a hurry on a game night or event night might not survive the trip through all that congestion and proposed 10th and 11th street closures.

Chinatown and Center City residents will have to put up with the late night noise, traffic, congestion, trash, pandering, and other nuisances ... their sacrifices are supposedly good for the City after all. The 76ers owners are just glad it's not "in their backyard."

The 76ers owner says that they'll still build a stadium, even if it isn't downtown. The 76ers can go somewhere else that makes sense. The 76ers will be able to fulfill their promises to union workers, to include African American and Minority-Owned business, and generate tax revenue for the City – without destroying a cultural heritage neighborhood.

Something else can be built at Market East .. after all it's just a block away from a successful Reading Terminal Farmers Market. The arena is not the only savior and option to revitalize Market East.

The 76ers hype up its "Community Benefit Agreement" - \$50 million over a 30 year lease. Do the math – that's only \$1.6 million a year that they are spreading across multiple entities and across the city and doing for their own benefit – not for the immediate Center City or Chinatown communities.

The 76ers are making promises or pledges, which there is no guarantee that they will keep. The 76ers say the City is going to be the landlord and can hold them accountable. The 76ers will hold all the cards. The City won't be in a position to do anything with an empty stadium.

How does the City benefit from being the landlord? Does that mean the 76ers won't pay real estate taxes, that the City will be stuck with a 30 year old building when the 76ers decide they need a newer facility (after all the 76ers are saying the xx year old Wells Fargo stadium is too old for them), that the City is responsible for whatever goes wrong with the building? The 76ers are proposing a residential building but has produced no images of what the side looks like from the Chinatown side.

Comment #285 – Henry Reimer

Jun 19, 2024

What is DVRPC's position on the proposed 76ers arena in downtown Philadelphia? The short term impacts (construction phase) will be disastrous for Chinatown and surrounding areas. The long term impacts are likely to be extremely negative for Chinatown businesses and residents; no positive impact, other than for favored construction companies, is evident. Parking is an enormous issue (no additional parking is contemplated) and the notion that the arena may somehow "revitalize" downtown is a pipe dream spawned by the ego of the participants, not by any serious attempt to estimate



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



impact. An arena is a dead space throughout the daylight hours (in the middle of the city!) followed by extreme floods of cars and people who are not there to patronize local businesses, but - loigically enough - to watch an event. Current clients of Chinatown restaurants, for example, will quickly recognize that any event day is not a day to visit Chinatown. As a resident of Chinatown, I dread the possibility that this project might proceed. Please consider the impact on Philadelphia of this project!

Comment #286 – Lawrence Tom

Jun 20, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities

Comment #287 – Jenny Chen

Jun 20, 2024

As a member of the Chinatown community, I am deeply concerned about the proposed 76 Place arena. Over this past year, the developers have been trying to justify their project by funding “impact studies” that they’re paying for out of their own pockets. How could this possibly result in unbiased and trustworthy findings?

DVRPC is the metropolitan planning organization for the region and has a unique and critical role to play to evaluate the arena proposal and understand its true effects on regional transportation systems.

Comment #288 – Jaeun Lee

Jun 20, 2024

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Comment #289 – Connor Descheemaker

Jun 20, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with delayed (and often inaccurate) “impact studies” that they paid for. Instead of independent studies, the “impact studies” that 76DevCorp paid



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>, while the land-ownership scheme being proposed would remove a major tax burden from an enormous and valuable piece of land. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #290 – Andrew Hartmann

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Andrew Hartmann

[email removed]

Comment #291 – Cyndi Noonan

Jun 20, 2024

Dear members of the DVRPC Board, :

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Cyndi Noonan
[email removed]

Comment #292 – Alison Sommers-Sayre

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Alison Sommers-Sayre

[email removed]

Comment #293 – Owen Sindler

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Owen Sindler
[email removed]

Comment #294 – Ronald Ehman

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ronald Ehman

[email removed]

Comment #295 – Sarah McEneaney

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Sarah McEneaney

[email removed]

Comment #296 – Shawn Baker

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Shawn Baker
[email removed]

Comment #297 – Brian Ratchford

Jun 17, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Brian Ratchford

[email removed]

Comment #298 – Jake Warfel

Jun 17, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jake Warfel

[email removed]

Comment #299 – Erika Morgan

Jun 17, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Erika Morgan
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #300 – David Loeb

Jun 17, 2024

Dear members of the DVRPC Board, :

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
David Loeb
[email removed]

Comment #301 – Jordan Linhart

Jun 17, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jordan Linhart

[email removed]

Comment #302 – Lynn Mellow

Jun 17, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Lynn Mellow
[email removed]

Comment #303 – Meghan Shaffer

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Meghan Shaffer

[email removed]

Comment #304 – Sara Salavitabar

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sara Salavitabar
[email removed]

Comment #305 – James Bergman

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

James Bergman

[email removed]

Comment #306 – Archer Harmony

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Archer Harmony
[email removed]

Comment #307 – Kyle Thomas

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Kyle Thomas

[email removed]

Comment #308 – Mary McKenna

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mary McKenna
[email removed]

Comment #309 – Tyler Ewell

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Tyler Ewell

[email removed]

Comment #310 – Erin Ewell

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Erin Ewell

[email removed]

Comment #311 – Alexander Gibbons

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,
Alexander Gibbons
[email removed]

Comment #312 – Charlotte Chatfield

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Charlotte Chatfield
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #313 – Brandon Schlueter

Jun 18, 2024

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Brandon Schlueter
[email removed]

Comment #314 – Susan Thompson

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Susan Thompson

[email removed]

Comment #315 – Stefanie Kroll

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stefanie Kroll
[email removed]

Comment #316 – Mike Peale

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mike Peale

[email removed]

Comment #317 – William Gaetz

Jun 18, 2024

Dear members of the DVRPC Board, :

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Gaetz
[email removed]

Comment #318 – Marilyn Maurer

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Marilyn Maurer
[email removed]

Comment #319 – Stephanie Phillips

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stephanie Phillips
[email removed]

Comment #320 – Richard Himmer

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Richard Himmer

[email removed]

Comment #321 – Tom Forkin

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Tom Forkin

[email removed]

Comment #322 – India Durham Rucker

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

India Durham Rucker

[email removed]

Comment #323 – Craig Hoogstraten

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Craig Hoogstraten

[email removed]

Comment #324 – Joseph Slabinski

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joseph Slabinski
[email removed]

Comment #325 – Dennis Barnebey

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Dennis Barnebey
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #326 – Jay Horrow

Jun 18, 2024

Dear members of the DVRPC Board, :

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Jay Horrow
[email removed]

Comment #327 – MICHAEL BALL

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

MICHAEL BALL

[email removed]

Comment #328 – Matt Darragh

Jun 18, 2024

Dear members of the DVRPC Board, :

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DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Matt Darragh
[email removed]

Comment #329 – Jason Das

Jun 18, 2024

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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jason Das

[email removed]

Comment #330 – SUSAN HAUCK

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
SUSAN HAUCK
[email removed]

Comment #331 – John Walker

Jun 18, 2024

Dear members of the DVRPC Board, :

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

John Walker

[email removed]

Comment #332 – Douglas Maisey

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Douglas Maisey
[email removed]

Comment #333 – O'Neil Williams

Jun 18, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

O'Neil Williams

[email removed]

Comment #334 – Silvia Ascarelli

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Silvia Ascarelli
[email removed]

Comment #335 – Johanna Hantel

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Johanna Hantel

[email removed]

Comment #336 – Joshua Block

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joshua Block

[email removed]

Comment #337 – Chris Stanford

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,

Chris Stanford

[email removed]

Comment #338 – Mayci Shimon

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mayci Shimon
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #339 – Dennis Cohen

Jun 18, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Dennis Cohen
[email removed]

Comment #340 – Maureen Feyas

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Maureen Feyas

[email removed]

Comment #341 – Chris Creelman

Jun 18, 2024

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Pennsylvania
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DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Chris Creelman
[email removed]

Comment #342 – Rebecca Chan

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Rebecca Chan

[email removed]

Comment #343 – Christopher Dascher

Jun 18, 2024

Dear members of the DVRPC Board, :

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christopher Dascher
[email removed]

Comment #344 – Nicole Seahorn Hameen

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Nicole Seahorn Hameen

[email removed]

Comment #345 – Vicki Landers

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Vicki Landers
[email removed]

Comment #346 – MICHAEL CONNOR

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

MICHAEL CONNOR

[email removed]

Comment #347 – Dan Onraet

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Dan Onraet

[email removed]

Comment #348 – David Squires

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Squires
[email removed]

Comment #349 – Rich Hanson

Jun 18, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Rich Hanson
[email removed]

Comment #350 – Christine Reimert

Jun 18, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christine Reimert
[email removed]

Comment #351 – Ken Edmonds

Jun 18, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ken Edmonds

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #352 – Emmanuelle Morgen

Jun 18, 2024

Dear members of the DVRPC Board, :

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Emmanuelle Morgen
[email removed]

Comment #353 – Ryan Zulawski

Jun 18, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ryan Zulawski

[email removed]

Comment #354 – Andrea Camacho

Jun 18, 2024

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrea Camacho
[email removed]

Comment #355 – Tyson Mott

Jun 19, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tyson Mott

[email removed]

Comment #356 – Tamara Jones

Jun 19, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tamara Jones
[email removed]

Comment #357 – Pat Castiglione

Jun 19, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Pat Castiglione
[email removed]

Comment #358 – Frances Gray

Jun 19, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Frances Gray
[email removed]

Comment #359 – Leigh McKenzie

Jun 19, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Leigh McKenzie

[email removed]

Comment #360 – Christopher Vasquez

Jun 19, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christopher Vasquez
[email removed]

Comment #361 – Karen Perez Sarmiento

Jun 19, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Karen Perez Sarmiento

[email removed]

Comment #362 – Ashley de Vries

Jun 19, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ashley de Vries
[email removed]

Comment #363 – Joe Rolland

Jun 19, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joe Rolland

[email removed]

Comment #364 –

Jun 19, 2024

Hello, I am a resident of Philadelphia (zip code 19104) and would like to leave a comment regarding the proposed 76 Place Arena in Philadelphia's Chinatown. The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies"



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue:

<https://why.org/articles/sixers-arena-study-tax-revenue-loss/>.

Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

--

Stephen Chao

*they/them/their * or *he/him/his

*

Comment #365 –

Jun 18, 2024

Good morning,

SEPTA is requesting modifications to the Transit Program of the FY2025 Transportation Improvement Program for Pennsylvania (FY25-FY28) as described in the attached document.

Thanks,

Brian McFadden | Director, Capital Budget & Grant Development Department

Southeastern Pennsylvania Transportation Authority

1234 Market Street, 9th Floor

Philadelphia, PA 19107

[email removed][email removed]> | www.septa.org

215-580-3166

[cid:132de7f4-31e3-425a-be0f-cb754840ccf4]

Comment #366 – Alexander Milone

Jun 16, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,
Alexander Milone
[email removed]

Comment #367 – Sydney Stafford

Jun 16, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sydney Stafford
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #368 – Jose de Arteaga

Jun 16, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Jose de Arteaga
[email removed]

Comment #369 – Jake Cannon

Jun 16, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jake Cannon

[email removed]

Comment #370 –

Jun 16, 2024

Dear colleagues at DVRPC:

As a member of the Save Chinatown Coalition, I am writing to ask the agency to use its expertise in assessing the impact of the arena proposal on Chinatown, Washington Sq. West, and Center City overall. With the Chinatown Stitch moving ahead and the 76ers arena pending, we see DVRPC as having a role in assessing community impacts.

We have several questions and concerns:

- As we have not been given access to the 76ers Transportation Study and OTIS's report is still forthcoming, will you do peer evaluations of these studies?

- We are concerned that levels of service designations on Vine Street, the VSE, and surrounding streets are mainly metrics and do not include the local pedestrian or driver experience. What will happen at the intersection of the VSE and the Schuylkill Expressway? At the 8th Street off-ramp from I-95?

- Given that the Chinatown Stitch is approved and moving ahead with detailed planning, how will the traffic options for the Stitch be considered in light of the 76ers Transportation Study?

- Will DVRPC also include the economic and social impacts that occur as a result of traffic and parking changes in its analysis?

I look forward to hearing from you.

Sincerely yours,

Mary Yee

on behalf of the

Technical/Planning Committee

The Save Chinatown Coalition

--

Mary Yee, MCP, Ed.D

(she, her, hers)

Consultant

Mid-Career Educational Leadership Program

University of Pennsylvania Graduate School of Education



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #371 – John McKinstry

Jun 14, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
John McKinstry
[email removed]

Comment #372 – Zach Newman

Jun 15, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Zach Newman

[email removed]

Comment #373 – David Knight

Jun 15, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Knight
[email removed]

Comment #374 – Leslie Hayes

Jun 15, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Leslie Hayes

[email removed]

Comment #375 – Michael Kovach

Jun 15, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Kovach
[email removed]

Comment #376 – Michael Ferry

Jun 15, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Ferry
[email removed]

Comment #377 – DOUGLAS CARMAN

Jun 15, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
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 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

DOUGLAS CARMAN

[email removed]

Comment #378 – Shobhana Kanal

Jun 15, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Shobhana Kanal

[email removed]

Comment #379 – Lisa Anzalone

Jun 15, 2024

Jun 15, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I appreciate that the DVRPC Board proposed landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

Trails and open spaces enrich a community and help residents with healthy ways to enjoy their free time. Trails and walking are two things anyone can do for free to keep mentally and physically healthy. And there are not enough of these trail systems in the Philadelphia area.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Lisa Anzalone
1021 Warren Rd
West Chester, PA 19382-5754

[email removed]

Comment #380 – Kenneth Cooper

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kenneth Cooper
[email removed]

Comment #381 – Shelley Pulaski-Fisher

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Shelley Pulaski-Fisher

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #382 – Stephen Russell

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Stephen Russell
[email removed]

Comment #383 – Hugo Safar

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Hugo Safar

[email removed]

Comment #384 – Danielle Casher

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Danielle Casher
[email removed]

Comment #385 – Lisa Gares

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Lisa Gares

[email removed]

Comment #386 – Shannon McCleary

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Shannon McCleary
[email removed]

Comment #387 – Helen Holmes

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Helen Holmes

[email removed]

Comment #388 – Helena Gallant

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,
Helena Gallant
[email removed]

Comment #389 – Allison Duncan

Jun 13, 2024

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Allison Duncan

[email removed]

Comment #390 – Diana Hulboy

Jun 13, 2024

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Pennsylvania
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DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Diana Hulboy
[email removed]

Comment #391 – Dave Pelton

Jun 13, 2024

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Pennsylvania
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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Dave Pelton

[email removed]

Comment #392 – Sue DiMoia

Jun 13, 2024

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DRAFT for Public Comment



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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Sue DiMoia

[email removed]

Comment #393 – Mark Kern

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mark Kern

[email removed]

Comment #394 – Michael Merz

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Merz
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #395 – Caitlin Flaherty

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Caitlin Flaherty
[email removed]

Comment #396 – Doris Lloyd

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Doris Lloyd

[email removed]

Comment #397 – ANTONIO VALONE

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1

- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
ANTONIO VALONE
[email removed]

Comment #398 – ROHIT MOGHE

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

ROHIT MOGHE

[email removed]

Comment #399 – Thomas Nelson

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Thomas Nelson
[email removed]

Comment #400 – Daniel Adair

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Daniel Adair

[email removed]

Comment #401 – nancy dickson

Jun 14, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
nancy dickson
[email removed]

Comment #402 – Megan LeCluyse

Jun 14, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Megan LeCluyse
[email removed]

Comment #403 – Tom Jennings

Jun 14, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tom Jennings
[email removed]

Comment #404 – Don Ratchford

Jun 14, 2024

Dear members of the DVRPC Board, :

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:



Pennsylvania
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DRAFT for Public Comment



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 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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 - MPMS# 105291 | The Circuit Line Item
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 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Don Ratchford

[email removed]

Comment #405 – Mallory DeJesus

Jun 14, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mallory DeJesus
[email removed]

Comment #406 – Robert Reinhart

Jun 14, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Robert Reinhart
[email removed]

Comment #407 – Melani Duvall

Jun 14, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Melani Duvall
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #408 – Greg Ladner

Jun 14, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Greg Ladner
[email removed]

Comment #409 – Earl Stout III

Jun 14, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Earl Stout III

[email removed]

Comment #410 – Sarah Stuart

Jun 14, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sarah Stuart
[email removed]

Comment #411 – Michelle Dugan

Jun 14, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Michelle Dugan

[email removed]

Comment #412 – William Marquis

Jun 14, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Marquis
[email removed]

Comment #413 – Ray Mannion

Jun 14, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ray Mannion
[email removed]

Comment #414 – Saffra Milano

Jun 14, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Saffra Milano
[email removed]

Comment #415 –

Jun 19, 2024

Dear Persons,

I am writing because I am concerned about the 76 Place arena that is proposed for Chinatown.

These developers are attempting to justify this arena with biased and bogus "impact studies" -- that they paid for! The community and our city need independent studies, with real data and analysis by truly independent parties.

Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, modeling the project's impact, and reporting on the impacts of this monumental change on the region.

Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: Sixers arena could cost \$1 billion in lost tax revenue, study finds.

Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Thank you for your service to our region,
Lynne IserPhiladelphia PA



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #416 –

Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue:

<https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/>.

Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Wayne Ritz

Comment #417 –

Jun 18, 2024

Hello,

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

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Sincerely,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Julie Zavage
Philadelphia 19143

Comment #418 – Elena Marie DiLapi, QCSW

Jun 18, 2024

I submit this letter to register my strong insistence that the 76 stadium remain in South Philly sports complex...one of the only in the country. Why move when you can build where you are??? Workers still get jobs and communities are valued esp the Chinatown neighbors. Preserve the legacy of the thriving Chinatown community of residents, businesses. Restaurants, shops and unique cultural events for the entire Philly community. NO ARENA IN CHINATOWN. It is a disrespectful and discriminatory action the planning commission should not support.

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

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Sincerely

Elena Marie DiLapi

Yahoo Mail: Search, Organize, Conquer

Comment #419 –

Jun 18, 2024

Hello,

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

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Philadelphia is already the poorest big city in America. We can't afford



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Many thanks,

Suzy

--

Suzy Martin (she/her)

Freelance Medical Editor

215-681-5616

[email removed]

Comment #420 –

Jun 18, 2024

Dear DVRCP team -

I strongly support the proposed projects funded through the TIP - in particular, the Cross-County Trail sections in Montgomery County (81785, 82084, 119481, 82083, 114172). The Upper Dublin section of the Cross-County trail is almost complete, and I use it on my commute to the library and township building. It is already very much improving the appearance and experience in the Greater Fort Washington District. However, this trail section is still an unconnected island. With the proposed sections, the Upper Dublin trail section would be connected on both ends, to the Schuylkill Trail and to the Pennypack Trail. It's going to be fantastic! Please continue to fund the ongoing planning and construction of the Cross-County Trail.

Harm Scherpbier

Harm Scherpbier

Commissioner Ward 1

Upper Dublin Township

484.568.3420

[email removed][email removed]>

www.upperdublin.net

[cid:bc85d5b3-079f-47b1-bf06-ecf678859728]

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Comment #421 – Emilia Crotty

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Emilia Crotty
[email removed]

Comment #422 – James Purcell

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

James Purcell

[email removed]

Comment #423 – Jeffrey Lawton

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jeffrey Lawton

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #424 – Arthur Vogel

Jun 13, 2024

Dear members of the DVRPC Board, :

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Arthur Vogel
[email removed]

Comment #425 – richard gering

Jun 13, 2024

Dear members of the DVRPC Board, :

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

richard gering

[email removed]

Comment #426 – Gloria Safar

Jun 13, 2024

Dear members of the DVRPC Board, :

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- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gloria Safar
[email removed]

Comment #427 – Francis Fedoroff

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Francis Fedoroff

[email removed]

Comment #428 – Marlene Adkins

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Marlene Adkins
[email removed]

Comment #429 – Mark Mumbauer

Jun 13, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Mumbauer
[email removed]

Comment #430 – Mariah Caldwell

Jun 13, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mariah Caldwell
[email removed]

Comment #431 – Christopher Dunham

Jun 13, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Christopher Dunham

[email removed]

Comment #432 – Chris Hanno

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
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DRAFT for Public Comment



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 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Chris Hanno
[email removed]

Comment #433 – Carl Rider

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Carl Rider

[email removed]

Comment #434 – Bradley Jordan Stitzer

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Bradley Jordan Stitzer

[email removed]

Comment #435 – Joseph Werzinski

Jun 13, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joseph Werzinski

[email removed]

Comment #436 – Tim Larson

Jun 13, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Tim Larson

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #437 – Eric Kasprowicz

Jun 13, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Eric Kasprovicz
[email removed]

Comment #438 – Bicycle Coalition of Greater Philadelphia MPMS 117965 Jun 20, 2024

We support this project

Comment #439 – Bicycle Coalition of Greater Philadelphia MPMS 120688 Jun 20, 2024

We support the conversion of these intersections to roundabouts.

Comment #440 – Bicycle Coalition of Greater Philadelphia MPMS 48174 Jun 20, 2024

Why are standard unprotected bike lanes (basically paint and signage) not included within the scope of this \$24 Million Dollar project? Requiring the township to go back to the drawing board is just a missed opportunity and will either cost more to implement or more likely, not happen.

Comment #441 – Bicycle Coalition of Greater Philadelphia Jun 20, 2024

Thank You for the inclusion of CRP funding for Circuit Trails. This funding initiative is unprecedented and should be recognized as a national model to effectively maximize the impact of Climate Reduction Program funds.

Comment #442 – Bicycle Coalition of Greater Philadelphia Jun 20, 2024

Implementing a Safe System Approach To Traffic Safety - Most of the roadway projects don't follow a safe systems approach to road safety, the focus on turn lanes, blown out intersections and measuring success by traffic flow is in direct conflict with the safety and convenience for vulnerable road users who travel along and across our road network. The DVRPC has a Vision Zero Policy and while there are some notable exceptions the FY 2025 TIP in general does not reflect the spirit of that policy.

Comment #443 – Bicycle Coalition of Greater Philadelphia MPMS 115418 Jun 20, 2024

Support the conversion to a roundabout. An FHWA proven safety countermeasure that aligns with DVRPC's Regional Vision Zero policy.

Comment #444 – Bicycle Coalition of Greater Philadelphia MPMS 77183 Jun 20, 2024

Support station improvements - especially bike facilities, high accessible platforms and safe pedestrian connections.

Comment #445 – Bicycle Coalition of Greater Philadelphia MPMS 57773 Jun 20, 2024

Generally support, but a project that is labeled as "complete streets" should include proper bike facilities. We recommend 11 foot lanes, 5 foot bike lanes and 2 foot buffers that could support the installation of vertical separation for the bike lanes which would support DVRPC's Regional Vision Zero Policy.

Comment #446 – Bicycle Coalition of Greater Philadelphia MPMS 111022 Jun 20, 2024

Support the conversion of two-way stop signs to roundabouts. An FWHA Proven Safety Countermeasure that supports DVRPC's Regional Vision Zero Policy.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #447 – Bicycle Coalition of Greater Philadelphia MPMS 88083 Jun 20, 2024

The proposed pedestrian path should be widened to the shared-use path minimum standard width of 10 feet recommended by AASHTO to accommodate pedestrians, bicycles and other micromobility devices. This side path will connect to the newly opened segment of the Newtown - Scudder Falls Circuit Trail via the sidepath on Lindenhurst and Washington Crossing Rd.

Comment #448 – Bicycle Coalition of Greater Philadelphia MPMS 118031 Jun 20, 2024

Oppose this project if does not provide any significant bicycle and pedestrian safety improvements. The area currently lacks sidewalks and there is no safe bike and pedestrian access between the village of Rahns and the Perkiomen Trail. Route 113 is rated at Bicycle LTS 3 but the road has no shoulder and therefore it is likely to be an LTS 4 road. Gravel Pike is rated at Bicycle LTS 4. PennDOT signage at the intersection forbids pedestrians to cross PA 113 at PA 29.

Comment #449 – Bicycle Coalition of Greater Philadelphia MPMS 115419 Jun 20, 2024

Support the conversion to a roundabout. An FHWA proven safety countermeasure that aligns with DVRPC's Vision Zero policy.

Comment #450 – Bicycle Coalition of Greater Philadelphia MPMS 12965 Jun 20, 2024

We support the sidewalk connectivity included in this project.

Comment #451 – Bicycle Coalition of Greater Philadelphia MPMS 13635 Jun 20, 2024

We oppose any intersection widening project that does not make the crossings safer for pedestrians. Between 2017 and 2021 the majority of Killed or Serious Injury (KSI) Crashes at or near this location have involved pedestrians. It is likely that Lincoln Hwy and Oxford Valley Rd will be on the Regional High Injury Network. While the description does mention sidewalks and ADA ramps there are no details on how vulnerable road users will be able safely and comfortably navigate this wider intersection.

Comment #452 – Kerstin Palombaro Jun 20, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #453 – Ashley Tomisek Jun 21, 2024

No Arena in Chinatown: The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Comment #454 – William Kerr

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,

William Kerr

[email removed]

Comment #455 – Mark Bailey

Jun 21, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mark Bailey

[email removed]

Comment #456 – Barry Patterson

Jun 21, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Barry Patterson
[email removed]

Comment #457 – Cathy Becker

Jun 21, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,

Cathy Becker

[email removed]

Comment #458 – Mark Connolly

Jun 21, 2024

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DRAFT for Public Comment



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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Connolly
[email removed]

Comment #459 – Lori Hartley

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Lori Hartley

[email removed]

Comment #460 – Robert Fossett

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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1. I fully support the allocation of \$120 million of Carbon Reduction



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Robert Fossett

[email removed]

Comment #461 – Michael Zapantis

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
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 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Zapantis
[email removed]

Comment #462 – Mark Hoffman

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Hoffman
[email removed]

Comment #463 – Cheryl Burgos

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Cheryl Burgos

[email removed]

Comment #464 – Mike Zickler

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mike Zickler

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #465 – Peter McLoone

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Peter McLoone
[email removed]

Comment #466 – Julia Manning

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Julia Manning

[email removed]

Comment #467 – Matthew Pihokker

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Matthew Pihokker
[email removed]

Comment #468 – John Ungar

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81785 | Cross County Trail East: Section A
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
John Ungar

[email removed]

Comment #469 – Jeanette Lewis

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jeanette Lewis
[email removed]

Comment #470 – Paul Price

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Paul Price

[email removed]

Comment #471 – Edward Williams

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Edward Williams
[email removed]

Comment #472 – Rick Tannahill

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Rick Tannahill

[email removed]

Comment #473 – Michael Bowen

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 105291 | The Circuit Line Item
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Bowen
[email removed]

Comment #474 – John Custer

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

John Custer

[email removed]

Comment #475 – Allan Silverberg

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Allan Silverberg

[email removed]

Comment #476 – Cait O'Donnell

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Cait O'Donnell

[email removed]

Comment #477 – Amanda Benner

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Amanda Benner
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #478 – Rick Moore

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Rick Moore
[email removed]

Comment #479 – Stefan Keller

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

Great trails make for great communities. Just look at world-class cities around the world - they all have extensive trail systems.

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Stefan Keller

2157 Inverness Ln

Huntingdon Valley, PA 19006-6009

[email removed]

Comment #480 – Judith Vose

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Judith Vose

[email removed]

Comment #481 – Roscoe Sampson

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Roscoe Sampson
[email removed]

Comment #482 – Linda York

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Linda York
[email removed]

Comment #483 – Larissa MOGANO

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Larissa MOGANO
[email removed]

Comment #484 – Harris Miller

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Harris Miller
[email removed]

Comment #485 – James Burke

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

James Burke

[email removed]

Comment #486 – Eileen Wallace

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Eileen Wallace
[email removed]

Comment #487 – RUTH BROWN

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

RUTH BROWN

[email removed]

Comment #488 – Chris Robinson

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Chris Robinson
1790 Lower Farm Dr
Avondale, PA 19311-9790
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #489 – Martin Marino

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,

Mr. Martin Marino
322 Firethorne Cir
Exton, PA 19341-2023
[email removed]

Comment #490 – Robert Montgomery

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Robert Montgomery

11 S Wyoming Ave

Unit 10

Ardmore, PA 19003-1255

[email removed]

Comment #491 – Wesley & Annette Bowers

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Wesley & Annette Bowers
101 Mill Top Dr
Kennett Square, PA 19348-2665
[email removed]

Comment #492 – Vern Brunton

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Vern Brunton

212 E Fornance St

Norristown, PA 19401-3408

[email removed]

Comment #493 – Robert Yeats

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Robert Yeats

1136 Talleyrand Rd

West Chester, PA 19382-7461

[email removed]

Comment #494 – Torpey White

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Torpey White

122 E Keel Dr

Hampstead, NC 28443-4064

[email removed]

Comment #495 – Francis Fedoroff

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Francis Fedoroff
5935 Pulaski Ave
Philadelphia, PA 19144-3822
[email removed]

Comment #496 – Ken Louis

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Ken Louis

806 Furnace Ct

Phoenixville, PA 19460-1343

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #497 – Barbara Mako

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

Dear DVRPC:

I just heard of the proposed major funding that will help connect more trails in the southeastern Pennsylvania area. This is absolutely the best news for me - a frequent trail user - and for so many others that use our local trails to commute, exercise, and enjoy. I know they are used by thousands because every time I am on one, there are more and more people using them.

The potential connectivity of all these trails will likely lead to additional tourism in the area. My friends and I are always searching for bike tours and I must say that southeastern PA has limited options compared to other states.

I am thrilled and I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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 - MPMS# 119299 | Carbon Reduction Program Line Item
- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Barbara Mako

2239 Beaver Hill Rd

Chester Springs, PA 19425-2625

[email removed]

Comment #498 – Rich Loyek

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Rich Loyek

528 Vine St

Perkasie, PA 18944-1449

[email removed]

Comment #499 – Fred Minahan

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Fred Minahan

3421 Conestoga Rd

Glenmoore, PA 19343-2605

[email removed]

Comment #500 – Anthony Silvi

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I work in Philly and see so many folks riding bikes to get around. The streets are dangerous and improvements are needed.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Anthony Silvi

9 Cameo Dr

Richboro, PA 18954-1376

[email removed]

Comment #501 – Barbara Kaufman

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Dr. Barbara Kaufman
4319 Pechin St
Philadelphia, PA 19128-3438
[email removed]

Comment #502 – Aurica Donovan

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mrs. Aurica Donovan

2323 Race St

Unit 1102

Philadelphia, PA 19103-1089

[email removed]

Comment #503 – James Schmerl

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. James Schmerl
3878 Somerset Dr
Collegeville, PA 19426-4172

[email removed]

Comment #504 – Patrick Oconnor

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Patrick Oconnor
3235 Independence Ct
Bensalem, PA 19020-1801

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #505 – JamesAndMichelle Alvare

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,

Mr. JamesAndMichelle Alvare

134 Hastings Ave

Havertown, PA 19083-2430

[email removed]

Comment #506 – Brian Barrett

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Brian Barrett

1014 Darby Rd

Havertown, PA 19083-3616

[email removed]

Comment #507 – Richard Caroto

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Richard Caroto

1304 Rose Tree Ln

Havertown, PA 19083-2726

[email removed]

Comment #508 – Pam Mckernan

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Pam Mckernan

PO Box 762

Gwynedd Valley, PA 19437-0762

[email removed]

Comment #509 – Andrew Shea

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

Thank you for your commitment to good regional planning and recognized alternatives to bike and walking paths away from traffic lanes.

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- The Devault and Warner Spur trails connecting the Chester VALley trail to the SRT.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Andrew Shea

360 Red Coat Ln

Wayne, PA 19087-1339

[email removed]

Comment #510 – Steve Young

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Steve Young

22 Castle Rock Dr

Havertown, PA 19083-1207

[email removed]

Comment #511 – Blaik Halling

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Dr. Blaik Halling

1384 Chase Rd

Newtown, PA 18940-3712

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #512 – William Piccinni

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,
Mr. William Piccinni
2221 S Beechwood St
Philadelphia, PA 19145-3409
[email removed]

Comment #513 – Columba Mcdevitt

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Columba Mcdevitt
1508 Grovania Ave
Abington, PA 19001-1705
[email removed]

Comment #514 – Andrew Hartmann

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Andrew Hartmann

[email removed]

Comment #515 – Cyndi Noonan

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Cyndi Noonan
[email removed]

Comment #516 – Alison Sommers-Sayre

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Alison Sommers-Sayre

[email removed]

Comment #517 – Owen Sindler

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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 - MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Owen Sindler
[email removed]

Comment #518 – Ronald Ehman

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ronald Ehman
[email removed]

Comment #519 – Sarah McEneaney

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Sarah McEneaney

[email removed]

Comment #520 – Shawn Baker

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Shawn Baker
[email removed]

Comment #521 – Paul Randall

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Paul Randall

[email removed]

Comment #522 – Ann Watts

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ann Watts

[email removed]

Comment #523 – John Struble

Jun 20, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
John Struble

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #524 – Ag Manta

Jun 20, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Ag Manta
[email removed]

Comment #525 – Nate Ramsey

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Nate Ramsey

[email removed]

Comment #526 – Mike Bourg

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mike Bourg
[email removed]

Comment #527 – Beth Pilling

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Beth Pilling

[email removed]

Comment #528 – Craig Peiffer

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Craig Peiffer
[email removed]

Comment #529 – Ross Abel

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ross Abel

[email removed]

Comment #530 – Neil Shusterman

Jun 20, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Neil Shusterman
[email removed]

Comment #531 – Michelle Mullin

Jun 20, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Michelle Mullin

[email removed]

Comment #532 – David Roberts

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Roberts
[email removed]

Comment #533 – Edward Hertzog

Jun 20, 2024

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DRAFT for Public Comment



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Thank you,

Edward Hertzog

[email removed]

Comment #534 – Maria Thomson

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Maria Thomson

[email removed]

Comment #535 – Todd Wanner

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Todd Wanner

[email removed]

Comment #536 – Amy Ryan

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Amy Ryan
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #537 – Caroline HE

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Caroline HE
[email removed]

Comment #538 – Michael Murphy

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Michael Murphy

[email removed]

Comment #539 – Mark Grundel

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Grundel
[email removed]

Comment #540 – Laura Lyn Stern

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
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DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Laura Lyn Stern

[email removed]

Comment #541 – Annette Holloman

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Annette Holloman
[email removed]

Comment #542 – Judi Space

Jun 20, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Judi Space

[email removed]

Comment #543 – Mark Harris

Jun 20, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Harris
[email removed]

Comment #544 – Andrew Mooney

Jun 20, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Andrew Mooney

[email removed]

Comment #545 – Christine Papp

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
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DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christine Papp
[email removed]

Comment #546 – Pauline Berkowitz

Jun 20, 2024

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DRAFT for Public Comment



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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Pauline Berkowitz

[email removed]

Comment #547 – Tim Ward

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Tim Ward

[email removed]

Comment #548 – Thomas Rutkoski

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Thomas Rutkoski

[email removed]

Comment #549 – Tim Burke

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tim Burke
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #550 – Lisa Jacobs

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Lisa Jacobs
[email removed]

Comment #551 – Emily Bryan

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Emily Bryan

[email removed]

Comment #552 – Samantha Connors

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Samantha Connors

[email removed]

Comment #553 – Lynn Mocerri

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township

- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Lynn Mocerì

[email removed]

Comment #554 – Andrew Johnson

Jun 20, 2024

Dear members of the DVRPC Board, :

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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrew Johnson
[email removed]

Comment #555 – Todd Hart

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Todd Hart

[email removed]

Comment #556 – Carmelo Giuseppe

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Carmelo Giuseppe
[email removed]

Comment #557 – Joe Kelly

Jun 20, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joe Kelly

[email removed]

Comment #558 – Tony Grassi

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Tony Grassi

[email removed]

Comment #559 – Alice Berman

Jun 20, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alice Berman
[email removed]

Comment #560 – Camille Orman

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Camille Orman
[email removed]

Comment #561 – Susie Paige

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Susie Paige

[email removed]

Comment #562 – Tracy Pulos

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tracy Pulos

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #563 – Patrick Starr

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Patrick Starr
[email removed]

Comment #564 – Ernest A Sarao

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ernest A Sarao

[email removed]

Comment #565 – Robert Thomas

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Robert Thomas
[email removed]

Comment #566 – Dan McGinnis

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Dan McGinnis

[email removed]

Comment #567 – Adam Schorsch

Jun 21, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Adam Schorsch
[email removed]

Comment #568 – Erik Wright

Jun 21, 2024

Dear members of the DVRPC Board, :

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Erik Wright

[email removed]

Comment #569 – David Sawhill

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
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- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Sawhill
[email removed]

Comment #570 – Ellen Wright

Jun 21, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ellen Wright

[email removed]

Comment #571 – Elly Porter-Webb

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elly Porter-Webb
[email removed]

Comment #572 – Claudia Apfelbaum

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Claudia Apfelbaum

[email removed]

Comment #573 – Samantha Ryan

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Samantha Ryan

[email removed]

Comment #574 – Dana Russikoff

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Dana Russikoff

[email removed]

Comment #575 – Karen Wold

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Karen Wold

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #576 – Frank Fitzgerald

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Frank Fitzgerald
[email removed]

Comment #577 – Daniel Vader

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Daniel Vader

[email removed]

Comment #578 – Michael Yasner

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Yasner
[email removed]

Comment #579 – Thomas Maciag

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Thomas Maciag

[email removed]

Comment #580 – John Batchelor

Jun 21, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
John Batchelor
[email removed]

Comment #581 – Jason Diaz

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jason Diaz

[email removed]

Comment #582 – Gina Craigo

Jun 21, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gina Craigo
[email removed]

Comment #583 – Gary Lewis

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Gary Lewis

[email removed]

Comment #584 – Jen Torman

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jen Torman
[email removed]

Comment #585 – Larry Harrod

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Larry Harrod
[email removed]

Comment #586 – Alexander Nemeth

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Alexander Nemeth

[email removed]

Comment #587 – Kathleen Dial

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Kathleen Dieal

[email removed]

Comment #588 – Don Lookingbill

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Don Lookingbill
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #589 – Bicycle Coalition of Greater Philadelphia MPMS 115445 Jun 21, 2024

5th St is on the City's High Injury Network. We support improvements to the pedestrian crossings but we are concerned that traffic calming is not in the description of the project and that speeding is not being addressed.

Comment #590 – Bicycle Coalition of Greater Philadelphia MPMS 118035 Jun 21, 2024

This project is on the City's High Injury Network. The term complete streets improvements is vague, it would be helpful if the description was more specific such as what type of traffic calming elements are being included. This corridor has faded door zone bike lanes and double parking issues.

Comment #591 – Bicycle Coalition of Greater Philadelphia MPMS 81219 Jun 21, 2024

We support this project.

Comment #592 – Bicycle Coalition of Greater Philadelphia MPMS 17215 Jun 21, 2024

We support this project and would like to see beautification and placemaking implemented within the wide right of way on these historical bridges.

Comment #593 – Bicycle Coalition of Greater Philadelphia MPMS 110958 Jun 21, 2024

We support the conversion to a roundabout.

Comment #594 – Bicycle Coalition of Greater Philadelphia MPMS 118034 Jun 21, 2024

We support this project to include a first class bicycle and pedestrian facilities between the Schuylkill and Delaware Rivers as well a key connector for the Circuit Trails and the East Coast Greenway

Comment #595 – Bicycle Coalition of Greater Philadelphia MPMS 115440 Jun 21, 2024

We support the installation of of raised crosswalks at 76th and Briar Rd but we are concerned based on other locations in the City that motorists will not yield to the rapid flashing beacons. We suggest a full signal or additional traffic calming measures to force drivers to slow down before approaching to the new crossing.

Comment #596 – Bicycle Coalition of Greater Philadelphia Jun 21, 2024

Support for the Circuit Trails- The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

The Bicycle Coalition fully supports the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Comment #597 – Sheryl Ozard

Jun 22, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #599 – Susan Volz

Jun 22, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #600 – Marq Forste

Jun 23, 2024

I agree with the following statement drafted for use by the public whom oppose the 76 Place Arena. Moreover, as a concerned citizen and sports fan, I have my own objections which are detailed afterwards.

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Center City Philadelphia is a regional center that affects not only the City of Philadelphia but the surrounding counties both in Pennsylvania and New Jersey. Further, I and my fellow sports enthusiasts are proud to enjoy Philadelphia's Stadium District: The Stadium District is the only one of its kind in any major city in the USA. It is the standard that other cities look to exemplify. The impressive collection of venues illicit the 'wow' factor from out-of-towners and affords Delaware Valley fans bragging rights. Further, the Stadium District provides we fans with a convenient choice of driving with plentiful parking or riding on public transport.

The ranks of sports fans, like myself are swelled by working class people. As such we are decidedly pro jobs; just not at the expense of working class neighborhoods. Moreover, we are excited by the Comcast Corporation proposal to further develop and enhance the Stadium District, which will bring with it a plethora of desirable job creation.

Commuting throughout Center City Philadelphia will become a nightmare. The extra influx of people on game days will greatly exacerbate existing transportation problems there and further burden an already strained infrastructure; especially when the surrounding system of roads are not slated for improvement by 76 Place. Moreover, we fans do not appreciate being told that we must relegate ourselves to taking public transport simply to accommodate the overwhelming and unnecessary traffic congestion created by a 76 Place arena.

Center City already lacks a sufficient number of parking spaces and the proposed network of digitally linked parking garages and associated consumer apps will not alleviate that shortage. The inevitable result will merely be that regional commuters who are left without spaces will learn their fate more quickly.

Comment #602 – KG

Jun 23, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #603 – Ted Roehrig

MPMS 81744

Jun 24, 2024

great to see this on the TIP, however if the project is only between Whitford Bridge and Downingtown Trestle, won't it be a link without a chain? It would be great if at least a connection to the East Brandywine trail could be made as part of this project, so users would have a safe way to get to it until the Chester Valley Trail is built between Whitford Bridge and Ship Road.

Comment #604 – Ted Roehrig

MPMS 14532

Jun 24, 2024

This project can't possibly get to construction fast enough. The condition of the road is deplorable and contributes to the nearly daily accidents. The overlay job that was done 5 years ago has exceeded its useful life.

Comment #605 – Eric Bliss

Jun 24, 2024

As a cyclist in Chester county, I fully support the connection between the Chester Valley Trail in Exton to the Brandywine Trail in Downingtown. This extension would eliminate an extremely unsafe route along Boot Road and another unsafe route along Pennsylvania Ave./Lancaster Ave./Quarry Rd. This extension would increase the bicycle access between Exton and Downingtown while reducing interference with auto traffic on all the listed roads.

Comment #606 – Ray Coyne

Jun 24, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, the Gayborhood and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #607 – Mark Wolgin

MPMS 95402

Jun 24, 2024

Fully in support. Keeping these bridges in good shape keeps speeds up and services running.

Comment #608 – Randall Drain

Jun 24, 2024

Most assuredly, the proposed 76 Place arena is threatening Chinatown and the developers are desperately trying to justify it with in accurate and misleading "impact studies" that they paid for themselves. the community needs to have fully independent studies using accurate data as well as real and analysis by independent contractors. Yet, instead of independent studies, these "impact studies" that 76DEvCorp paid for and the city government erroneously agreed upon, flatly rejected the need to examine how the arena would impact existing businesses, workers, inhabitants and tax revenue in Chinatown, Washington Square West, Independence Hall and the surrounding area.

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be more responsible



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



in evaluating 76 Palace's arena proposal, carefully conduct modeling on the true impact of the project and be responsible for reporting on the real impact of this great change to the region. Currently, independent studies have clearly shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue. Philadelphia is already one the poorest cities in the USA. Certainly we cant afford a Center City arena that jeopardizes the revenue that funds our schools, streets and communities. What is even more ridiculous is that the 76 team already has a very functional stadium in South Philadelphia. Ae we in such financial excess, as to to able to afford such a new structure that has not been proven to generate enough revenue to pay for itself in a timely manner?

Comment #609 – Mark H Wolgin MPMS 81744 Jun 24, 2024

I am in full support of this, I'd hope it will connect to the rest of the CVT as well

Comment #610 – Mark H Wolgin MPMS 119480 Jun 24, 2024

Build the subway. Eat the cost now while its 'cheap', and just do it. Make it an argument about increasing travel times on the road, package it as a larger Route 1 Improvement Plan. Just build the subway and lets move on.

Comment #611 – Bicycle Coalition of Greater Philadelphia MPMS 112500 Jun 24, 2024

Can the projects that are on the City's High Injury Network be noted in the TIP?

Comment #612 – Bicycle Coalition of Greater Philadelphia MPMS 111194 Jun 24, 2024

On the High Injury Network. We strongly support this project.

Comment #613 – Bicycle Coalition of Greater Philadelphia Jun 24, 2024

The Pennsylvania NEVI State Plan provides no provision for charging micromobility vehicles. The Bicycle Coalition believes that any EV charging station deployed with public dollars should include 110V outlets to allow for charging of micromobility at any location that is accessible by e-bike or e-scooter. And that funding should include micromobility charging stations in Philadelphia Center City to accommodate delivery workers to prevent switching unregistered gas-powered scooters.

Comment #614 – Jean Burock MPMS 64798 Jun 24, 2024

Dear DVRPC Board Members,

On behalf of Narberth Borough Council and our residents, I write to express support for programming the funding necessary in the FY 2025 Transportation Improvement Plan (TIP) for replacement of the North Narberth Avenue Bridge Over Amtrak/SEPTA (MPMS# 64798).

Narberth Avenue Bridge serves as a vital connector between the north and south side of our borough. The 14 year long wait for replacement and its 5 year long closure has impacted Narberth economically as it serves as an important access route to reach the adjacent commercial district and train station, and has impaired the connectivity in the Borough for our residents and visitors. Restoration of the bridge is essential to the economic vitality of our Narberth downtown small business community. Its closure also severely limits the ability of emergency vehicles to quickly respond to calls in the Borough.

I urge the board to prioritize funding for this important and long-awaited replacement that will reconnect our community. Thank you very much for your consideration.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Jean Burock
Narberth Borough Council

Comment #615 – Michael Merz

Jun 24, 2024

Jun 24, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania

Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Michael Merz

155 Larchwood Ct

Collegeville, PA 19426-2903

[email removed]

Comment #616 – Stephen Gibbons

Jun 24, 2024

Jun 24, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Stephen Gibbons
231 Winthrop Ln
Wayne, PA 19087-2153
[email removed]

Comment #617 – R David Belli

Jun 24, 2024

Jun 24, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am a long-time bicyclist and frequent user of the Pennypack rail trail in Montgomery and Bucks Counties. At 80 years old, I have seen vast improvements over the years in available trails for walking and cycling, and want to encourage continued development. The Circuit Trails are should be fully developed.

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. R David Belli

1787 Oak Hill Dr

Huntingdon Valley, PA 19006-7727

[email removed]

Comment #618 – Judith Vose

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Judith Vose
[email removed]

Comment #619 – Roscoe Sampson

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Roscoe Sampson

[email removed]

Comment #620 – Linda York

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Linda York
[email removed]

Comment #621 – Larissa MOGANO

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Larissa MOGANO

[email removed]

Comment #622 – Harris Miller

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Harris Miller

[email removed]

Comment #623 – James Burke

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

James Burke

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #624 – Eileen Wallace

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Eileen Wallace
[email removed]

Comment #625 – RUTH BROWN

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

RUTH BROWN

[email removed]

Comment #626 – Davr McCarraher

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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2. I fully support the prioritization and construction of the following Circuit Trails projects:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Davr McCarraher
[email removed]

Comment #627 – Dabrali Herrera-Diaz

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Dabrali Herrera-Diaz

[email removed]

Comment #628 – William Oswald

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Oswald
[email removed]

Comment #629 – Beatrice Zovich

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Beatrice Zovich
[email removed]

Comment #630 – Jon Bergstresser

Jun 21, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jon Bergstresser
[email removed]

Comment #631 – Eugene Friesen

Jun 21, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Eugene Friesen

[email removed]

Comment #632 – Andrew Vose

Jun 21, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrew Vose
[email removed]

Comment #633 – Andrew Rolli

Jun 21, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrew Rolli
[email removed]

Comment #634 – Rick Urbanowski

Jun 21, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Rick Urbanowski
[email removed]

Comment #635 – Bria Parker

Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Bria Parker

[email removed]

Comment #636 – Karen Wisnia

Jun 21, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Karen Wisnia
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #637 – Karen McGovern

Jun 21, 2024

Dear members of the DVRPC Board, :

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Karen McGovern
[email removed]

Comment #638 – Clare Hall

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Clare Hall

[email removed]

Comment #639 – Jared Johnson

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jared Johnson
[email removed]

Comment #640 – Rachael Barrett

Jun 22, 2024

Dear members of the DVRPC Board, :

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Rachael Barrett

[email removed]

Comment #641 – Dan Jass

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Dan Jass

[email removed]

Comment #642 – Stanley Horwitz

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stanley Horwitz
[email removed]

Comment #643 – Catherine Sulimay

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Catherine Sulimay
[email removed]

Comment #644 – JosÃ© PagÃ¡n MuÃ±oz

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,

JosÃ© PagÃ¡n MuÃ±oz

[email removed]

Comment #645 – Robert Steinfort

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,
Robert Steinfert
[email removed]

Comment #646 – Elizabeth Lennon

Jun 22, 2024

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Pennsylvania
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DRAFT for Public Comment



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Thank you,
Elizabeth Lennon
[email removed]

Comment #647 – Viacheslav Eroshin

Jun 22, 2024

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Pennsylvania
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DRAFT for Public Comment



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Thank you,

Viacheslav Eroshin

[email removed]

Comment #648 – Ryan Johnson

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,

Ryan Johnson

[email removed]

Comment #649 – Marc Meola

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,

Marc Meola

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #650 –

 Jun 24, 2024

Hello,

I would like to speak out in *strong opposition* to the proposed 76 Place arena in Chinatown—a project that would enrich an ownership group of billionaires, at the expense of the rest of our city (and our state, when one factors in the state tax breaks that the owners hope to benefit from). Although the arena developers have conjured any number of economic figures to justify their pet project, these "impact studies" are not supported by years of third-party research by scholars. As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than \$1 billion in lost tax revenue: <https://why.org/articles/sixers-arena-study-tax-revenue-loss/>. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Thank you,
Molly

--

Molly Lester* *(she/her)

Architectural Historian | Preservation Planner
Founder, InKind Baking Project

Comment #651 –

 Jun 23, 2024

Hi, I'd like to get in under the wire just in case any of my ideas could be of any use.

<https://moberly.cjfeanley.com/Upper%20Darby%20Bike%20Routes.pdf>

I refer to the map I made of my bike plans for Upper Darby which is made of Open Source materials and is free to use. This is my 7th version, still it isn't totally up to date. My main idea is to make Upper Darby schools accessible by bicycle. So many kids here are driven to and from school even though there are buses available and schools are mainly within walking distance. It's like a third rush hour when the kids are picked up in the afternoon. Septa realized that if people take the bus when they're young they are more likely to use public transportation when adults, and this is even more true for bicycling.

Some of this has been achieved but there's still a long way to go. There's a lot of fear here, but the prevalence of surveillance cameras, threatening signs and even just unnecessary private property signs create a hostile environment for kids even playing outside. Closed, fast moving vehicles are immune to the effects of the unfriendly environment created by this intrusion for walking and biking.

I had thought Marshall Rd would be a good route get closer to Lansdowne Ave for the high school students, and there looks like lanes on that road are coming. Marshall is interesting in that there are features that remind people of an on ramp to a freeway which causes people to speed up. I saw on the internet that PennDOT has plans for protected bike lanes on Garrett Road coming soon. The 69th St bike lanes are good but not well used yet. The connection on the Baltimore



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Avenue end is awkward. The new off road bike path below Marshall Rd west of Long Lane is delightful but doesn't connect well to the neighborhoods. The only cut through is through the playground. There are unmarked lanes on Lansdowne Ave between Bond and West Chester Pike but they aren't much used since the sidewalk on that stretch is bikable, But Lansdowne Borough's brave lanes below Garrett are bringing a bike route to the high school a bit closer. The stretches adjacent to the high school are still treacherous.

The Bicycle Coalition's newest approach is to focus on difficult intersections between neighborhoods and let the bicyclists navigate the quieter neighborhood streets, rather than focus on longer bike lanes, parallel and adjacent to major thoroughfares. I like this approach but there are drawbacks, getting lost, finding yourself on a one way street with no other option (this still happens to me after 22 years). Cut-throughs and alleys improve a bicycle network a lot. Many cut-throughs have been fenced as have the ones on my block, which eliminates their use for transportation or play.

Bicycling can be a lonely sport, because the speed differential is such that 2 bicyclists starting out at the same time from close proximity will rarely meet. As a response I did an experimental project of creating decals from recycled plastic bottles and the glue squares used to attach reflectors on highways to try to guide bicyclists through cut-throughs or places that appear dangerous but connect to bike routes. I put out about 20 of them, using straight, left turn and right turn symbols. My idea would be to have the colors indicate the cardinal directions. My experiment coincided with the repaving of many streets in Upper Darby so some of them had short lives. A few have survived the 5 years, but only a mother would recognize them. They can be applied with heat, readily in 100 degree weather. I think encouraging and normalizing bicycling can be helped with small fun touches, for instance riding on a colored pavement is quite fun.

I think the cultural aspects of encouraging bicycling are probably as important as infrastructure going forward. As a woman bicyclist I've received systematic shaming in my neighborhood by people who don't think a woman should ride a bicycle. I had written up a plan for Upper Darby to hire a Bicycle Coordinator, which wasn't accepted so far. After planning my "bicycle book" for many years it now exists as a video Sunday bicycle outing of mine and a greenbein

<https://vimeo.com/279176542> <https://vimeo.com/279176542> I wanted to show how fun bicycling is as well as what you need to get started, but I found it difficult to combine the 2 so the first part is the fun and the Appendix is tips for getting started. This little video is Creative Commons so can be used for free.

Although I live very close to one of the premiere transportation centers in the US, people spend a lot of time griping about parking and many consider travel by public transportation to be demeaning. Driving is a big part of the American Dream, those with access to alternatives would seem to be the ones to lead the way.

The circuit trails are well planned, and how fortunate we are to have the Bicycle Coalition as an ally. Thank you for your wonderful team in Delaware County, I've met many of you and look forward to seeing you again. Jeannie Moberly

Comment #652 – Chris Robinson

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Chris Robinson
1790 Lower Farm Dr
Avondale, PA 19311-9790
[email removed]

Comment #653 – Martin Marino

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Martin Marino
322 Firethorne Cir
Exton, PA 19341-2023

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #654 – Robert Montgomery

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,
Mr. Robert Montgomery
11 S Wyoming Ave
Unit 10
Ardmore, PA 19003-1255
[email removed]

Comment #655 – Wesley & Annette Bowers

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 119299 | Carbon Reduction Program Line Item



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Wesley & Annette Bowers

101 Mill Top Dr

Kennett Square, PA 19348-2665

[email removed]

Comment #656 – Vern Brunton

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Vern Brunton
212 E Fornance St
Norristown, PA 19401-3408

[email removed]

Comment #657 – Robert Yeats

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Robert Yeats

1136 Talleyrand Rd
West Chester, PA 19382-7461
[email removed]

Comment #658 – Torpey White

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Torpey White

122 E Keel Dr

Hampstead, NC 28443-4064

[email removed]

Comment #659 – Francis Fedoroff

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Francis Fedoroff
5935 Pulaski Ave
Philadelphia, PA 19144-3822
[email removed]

Comment #660 – Ken Louis

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Ken Louis
806 Furnace Ct
Phoenixville, PA 19460-1343

[email removed]

Comment #661 – Barbara Mako

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

Dear DVRPC:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



I just heard of the proposed major funding that will help connect more trails in the southeastern Pennsylvania area. This is absolutely the best news for me - a frequent trail user - and for so many others that use our local trails to commute, exercise, and enjoy. I know they are used by thousands because every time I am on one, there are more and more people using them.

The potential connectivity of all these trails will likely lead to additional tourism in the area. My friends and I are always searching for bike tours and I must say that southeastern PA has limited options compared to other states.

I am thrilled and I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Barbara Mako
2239 Beaver Hill Rd



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester Springs, PA 19425-2625

[email removed]

Comment #662 – Rich Loyek

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Rich Loyek

528 Vine St

Perkasie, PA 18944-1449

[email removed]

Comment #663 – Fred Minahan

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Fred Minahan
3421 Conestoga Rd
Glenmoore, PA 19343-2605

[email removed]

Comment #664 – Anthony Silvi

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I work in Philly and see so many folks riding bikes to get around. The streets are dangerous and improvements are needed.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

- MPMS# 119299 | Carbon Reduction Program Line Item

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Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Anthony Silvi

9 Cameo Dr

Richboro, PA 18954-1376

[email removed]

Comment #665 – Barbara Kaufman

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1

- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Dr. Barbara Kaufman
4319 Pechin St
Philadelphia, PA 19128-3438

[email removed]

Comment #666 – Aurica Donovan

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mrs. Aurica Donovan
2323 Race St
Unit 1102
Philadelphia, PA 19103-1089
[email removed]

Comment #667 – James Schmerl

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. James Schmerl
3878 Somerset Dr
Collegeville, PA 19426-4172
[email removed]

Comment #668 – Patrick Oconnor

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Patrick Oconnor
3235 Independence Ct
Bensalem, PA 19020-1801

[email removed]

Comment #669 – JamesAndMichelle Alvare

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. JamesAndMichelle Alvare

134 Hastings Ave

Havertown, PA 19083-2430

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #670 – Brian Barrett

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,
Mr. Brian Barrett
1014 Darby Rd
Havertown, PA 19083-3616
[email removed]

Comment #671 – Richard Caroto

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Richard Caroto
1304 Rose Tree Ln
Havertown, PA 19083-2726
[email removed]

Comment #672 – Pam Mckernan

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Pam Mckernan

PO Box 762

Gwynedd Valley, PA 19437-0762

[email removed]

Comment #673 – Andrew Shea

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

Thank you for your commitment to good regional planning and recognized alternatives to bike and walking paths away from traffic lanes.

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- The Devault and Warner Spur trails connecting the Chester Valley trail to the SRT.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1

- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Andrew Shea
360 Red Coat Ln
Wayne, PA 19087-1339

[email removed]

Comment #674 – Steve Young

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
 - MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
 - MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
 - MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
 - MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
 - MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
 - MPMS# 119299 | Carbon Reduction Program Line Item
- I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
 - MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Steve Young

22 Castle Rock Dr

Havertown, PA 19083-1207

[email removed]

Comment #675 – Blaik Halling

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Dr. Blaik Halling
1384 Chase Rd
Newtown, PA 18940-3712

[email removed]

Comment #676 – Susan Mudambi

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Susan Mudambi

[email removed]

Comment #677 – Robert Monahan

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Robert Monahan
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #678 – Brian Wadiak

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Brian Wadiak
[email removed]

Comment #679 – Joanne Davis

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joanne Davis

[email removed]

Comment #680 – Kevin Maloy

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kevin Maloy
[email removed]

Comment #681 – Kelly Davis

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Kelly Davis

[email removed]

Comment #682 – David Cohen

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Cohen
[email removed]

Comment #683 – Adam Spector

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Adam Spector

[email removed]

Comment #684 – Daniela Ascarelli

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,
Daniela Ascarelli
[email removed]

Comment #685 – Michael Shaw

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Michael Shaw

[email removed]

Comment #686 – Graham Bier

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Graham Bier
[email removed]

Comment #687 – Stewart Keener

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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Thank you,
Stewart Keener
[email removed]

Comment #688 – Robert Sassa

Jun 22, 2024

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Pennsylvania
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DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Robert Sassa

[email removed]

Comment #689 – Christine Zacchei

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christine Zacchei
[email removed]

Comment #690 – Amory Hillengas

Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Amory Hillengas
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #691 – Tessa Lalonde

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Tessa Lalonde
[email removed]

Comment #692 – Charles Gabriel

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Charles Gabriel

[email removed]

Comment #693 – Kyle Fisher

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kyle Fisher
[email removed]

Comment #694 – Ward Kradjel

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ward Kradjel

[email removed]

Comment #695 – Ruth Macdonald

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ruth Macdonald

[email removed]

Comment #696 – Joe OBrien

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joe OBrien

[email removed]

Comment #697 – Ed Voorhees

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ed Voorhees
[email removed]

Comment #698 – Patricia Woodworth

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Patricia Woodworth

[email removed]

Comment #699 – nVgCZKDrS dZHhDifVbneQTEWK

Jun 22, 2024

Dear members of the DVRPC Board, :

UZqOrvPAuQidY

nVgCZKDrS dZHhDifVbneQTEWK

[email removed]

Comment #700 – Felix Schafroth Doty

Jun 22, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Felix Schafroth Doty

[email removed]

Comment #701 – Margaret Emerson

Jun 22, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Margaret Emerson

[email removed]

Comment #702 – Kay Gering

Jun 23, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Kay Gering

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #703 – Madeleine Becker

Jun 23, 2024

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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Madeleine Becker
[email removed]

Comment #704 – Jonathan Justice

Jun 23, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jonathan Justice

[email removed]

Comment #705 – Alex Shirreffs

Jun 23, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alex Shirreffs
[email removed]

Comment #706 – Erin Carton

Jun 23, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Erin Carton

[email removed]

Comment #707 – Pamela Zimmerman

Jun 23, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Pamela Zimmerman

[email removed]

Comment #708 – Keya Johnson

Jun 23, 2024

Dear members of the DVRPC Board, :

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- MPMS# 81785 | Cross County Trail East: Section A
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Keya Johnson

[email removed]

Comment #709 – Peter Durlacher

Jun 23, 2024

Dear members of the DVRPC Board, :

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Peter Durlacher
[email removed]

Comment #710 – Carolyn Dorph

Jun 23, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Carolyn Dorph

[email removed]

Comment #711 – Sam Kopansky

Jun 23, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sam Kopansky
[email removed]

Comment #712 – Matthew Quinn

Jun 23, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Matthew Quinn

[email removed]

Comment #713 – Patrick Nellis

Jun 23, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Patrick Nellis

[email removed]

Comment #714 – Julie Richburg

Jun 23, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Julie Richburg

[email removed]

Comment #715 – Sam Ressin

Jun 23, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Sam Ressin

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #716 – James Donaghy

Jun 23, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
James Donaghy
[email removed]

Comment #717 – Jacqueline Santiago

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jacqueline Santiago

[email removed]

Comment #718 – Joseph Hancher

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joseph Hancher
[email removed]

Comment #719 – Daniel Faria

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
Circuit Trails projects:

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Daniel Faria

[email removed]

Comment #720 – Brian Wasson

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Brian Wasson
[email removed]

Comment #721 – Katharine Johnson

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Katharine Johnson

[email removed]

Comment #722 – Jaquan Collins

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jaquan Collins
[email removed]

Comment #723 – Rose Paddison

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Rose Paddison

[email removed]

Comment #724 – Mary Spross

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mary Spross
[email removed]

Comment #725 – Mark Wolgin

Jun 24, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Wolgin
[email removed]

Comment #726 – Kyle Conner

Jun 24, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Kyle Conner

[email removed]

Comment #727 – Donald Charles

Jun 24, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Donald Charles
[email removed]

Comment #728 – William Jackson

Jun 24, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Jackson
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #729 – Jean Burock

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Jean Burock
[email removed]

Comment #730 – State Rep. Pat Gallagher

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

State Rep. Pat Gallagher

[email removed]

Comment #731 – Lisa Serieyssol

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1

- MPMS# 81785 | Cross County Trail East: Section A

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Lisa Serieyssl
[email removed]

Comment #732 – faUkTePNOvSQHim TanNtAQeLvYBbJGI

Jun 24, 2024

Dear members of the DVRPC Board, :
FeaWKxLLyDNS
faUkTePNOvSQHim TanNtAQeLvYBbJGI
[email removed]

Comment #733 – Joann Kelly

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County
 - MPMS# 105291 | The Circuit Line Item
 - MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
 - MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joann Kelly

[email removed]

Comment #734 – Thomson Weir

Jun 24, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
 - MPMS# 81744 | Chester Valley Trail: P&T Phase 1
 - MPMS# 81785 | Cross County Trail East: Section A
 - MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
 - MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
 - MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Thomson Weir
[email removed]

Comment #735 – Steve Panning

Jun 24, 2024

Jun 24, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people in Bucks & Montgomery counties to walk, bike and get to where they want to go.

I support the allocation of \$60million of Climate Reduction Program funds for the following MPMS# to advance the completion of Circuit Trails in Bucks & Montgomery Counties.

Use the other \$60 million for extending SEPTA to Rt 309 at Rock Hill (State Road) Telford; which I understand can be done using Lansdale s electrical substation.

- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

I fully support the prioritization and construction of the following
Circuit Trails projects:

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Hellertown - Bethlehem connector bike trail.

Thanks for reading this far...

I enjoy biking on trails & off the roads.

Sincerely,

Mr. Steve Panning
228 W Broad St
Souderton, PA 18964-1812
[email removed]

Comment #736 —

Jun 24, 2024

Dear Members of the DVRPC Board,

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township

- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Lisa Serieyssol

[email removed]

Comment #737 –

Jun 24, 2024

See the attachment.

Eleanor V. Horne

Comment #738 –

Jun 24, 2024

Dear members of the DVRPC Board,

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region's climate resiliency.

On behalf of the Delaware & Lehigh National Heritage Corridor I'd like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1.

Specifically impacting the D&L Trail, we urge consideration for the following projects and the surrounding multimodal trail facilities.

*

MPMS# 77183 | Transit and Regional Rail Station Program (Various, SEPTA). This item includes the SEPTA Station in Bristol Borough across from the D&L Trail at Bristol Lagoon. We request that where feasible the project include bicycle transit improvements, wayfinding and signage to the D&L Trail and Bristol Spurline Trail, and improved connections to the trail.

*

MPMS# 84258 | Pennsylvania Avenue Bridge over Delaware Canal and D&L Trail (Morrisville Borough, Bucks County)

*

MPMS# 74827 | Delaware Canal Enhancement (Bristol Borough & Yardley Borough, Bucks County)

*

MPMS# 86244 | River Road Bridge over Delaware Canal (Tinicum Township, Bucks County). This bridge crosses over the D&L Trail, we request the width of the underlying trail be maintained to promote an accessible trail

2.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



I fully support the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

*

MPMS# 81744 | Chester Valley Trail: P&T Phase 1

*

MPMS# 81785 | Cross County Trail East: Section A

*

MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

*

MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

*

MPMS# 82084 | Cross County Trail East - Section B Montgomery County

*

MPMS# 105291 | The Circuit Line Item

*

MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

*

MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

*

MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station

*

MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

*

MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

*

MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County

*

MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

*

MPMS# 119299 | Carbon Reduction Program Line Item

3.

I fully support the prioritization and construction of the following Circuit Trails projects:

*

MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3

*

MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township

*

MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd

*

MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'

*

MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



This investment support is crucial for achieving our goal of 500 miles of Circuit Trails by 2025.

Thank you,

Liz Rosencrans | Director of Trails & Conservation

Delaware & Lehigh National Heritage Corridor, Inc.

2750 Hugh Moore Park Road | Easton, PA 18042

[email removed][email removed]> | 610-923-3548 x227

delawareandlehigh.org | canals.org | race.delawareandlehigh.org

.....
[cid:d31224e7-efa1-4312-a3c5-de55bdfb22c7] [cid:85931213-a0f6-44dc-9cdb-734313cebec1] [cid:e7f8568c-12a9-4693-a268-23b19307dc89]

Get Involved and SUPPORT the DLNHC

The DLNHC employees are rotating between office and telework. Email is the best way to reach staff.

If you have an urgent matter, please contact me directly at 610-984-4752.

[cid:0aa97185-1bb0-48bc-bb67-3ac442671a11]

Comment #739 –

Jun 24, 2024

Please accept these two letters of support of projects in the 2025 TIP.

Thank you. - Tim

[cid:[email removed]]

Comment #740 –

Jun 24, 2024

To Whom It May Concern:

I am writing to ask that DVRPC consider serious questions in regard to the proposed 76Place arena as you proceed with your long range plan. Thank you for considering public input to the long range planning process now underway. We have grave concerns particularly in regard to transportation, traffic, and streets. . The Save Chinatown Coalition has submitted numerous Right to Know Requests which have largely been denied. As well, while someone was able to get the initial transportation study done by Langan on behalf of the developers of 76 Place, subsequent requests for updated studies and communication in regard to the studies have been denied. We are in the process of appealing these denials.

Nonetheless, we were able to get some documents which raised substantial questions in regard to the arena project and effects on the Chinatown community and. I will share these questions below and hope you work to ensure adequate responses to these questions.

1.

The original plan for closure of 10th and 11th streets during events as well as a subsequent suggestion that they would keep one lane open raises the following concerns:

1.

A key point of SEPTA's current Bus Revolution network redesign (and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



the City's Transit Plan) is to have a simpler, more reliable, and consistent network. Route 47, operating north and south on these streets, is on the City's Transit Priority list in the Transit Plan. These are some of the highest ridership streets in all of the City. This is proposed as a 10 Max route in Bus Revolution. Regularly detouring a high ridership 10MAX route stands directly in contrast to this initiative. Even partial closures and increased congestion will affect this bus line. How is this being addressed?

2.

It would require detours on to Market Street and either north on 13th or 9th Streets. The latter would require turning at Chestnut Street and would take away access to a current end of line used by Route 23. How will this affect the City's long term transit plan?

3.

In the case of detouring a 10 Max route, is this in keeping with the spirit of the City's Transit Plan?

2.

Widening of the east-side the of 11th Street sidewalk and the west side of 10th street sidewalk from 13' to 22' will reduce curb to curb width. This is also concerning.

1.

Two lanes must be maintained, but will the removal of parking.drop off points turn the right lane into a de facto stopping lane and impede the flow of buses and bike lanes?.

3.

They propose taking Filbert Street. Space towards Filbert Street is already regularly used by double decker tourist buses and event charters. Any relocation puts them in competition with SEPTA at other locations for limited curb space. How has this been addressed?

4.

Will a capacity analysis be done to determine if the trainsets needed to support the arena demand can be facilitated at the existing stations?

5.

Double parking, illegal turns and other problematic behaviors cannot be totally controlled by enforcement. While those also occur at present, anything that deteriorates the existing conditions is of concern and warrants addressing for possible mitigation. Narrower cartways, detours and changes in traffic flows have the potential to concentrate more of that



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



activity on major surface transit corridors. How will this impact long range use or the area?

6.

The developers have asked for a reclassification of Market Street East as a "local" road (vs. its current status as a state (PennDOT) controlled road. Market Street is designated an emergency route, and carries many of our public transportation buses. As well, as a state controlled road, there are existing restrictions in regard to lighted billboards and signage due to the, historic status of this area. How will this change in designation affect Market Street?

7.

18,500 people will be leaving events at the same time. Where is designated taxi/ride share pick up being located? Are sidewalks in this area sufficiently wide to accommodate that number of people? Will there be an issue in regard to pedestrian safety?

8.

How have they addressed existing curbside uses, SEPTA operations, sidewalk pedestrian capacity, etc?

9.

There is a Fire Department station located at 133 N. 10th Street. There are also 4 different emergency rooms in this area that will be impacted: Wills Eye, Pennsylvania Hospital and Jefferson. As well, Jefferson is currently the only Level 1 Trauma emergency treatment center in the area. Has there been an analysis of both increase in emergency room visits as well as increased use of emergency vehicles during large events?

10.

What is the plan for proposed 2 years of demolition and 4 years of construction in regard to street closures/blockages/alterations?

11.

Since COVID, 30% of Chinatown restaurant businesses rely on takeout/pick up services. This requires the ability to find on street temporary parking and easy ingress and egress to streets surrounding Chinatown. How will the traffic created by the proposed 150 events a year affect the business corridors?

12.

The arena will be empty more than half the year. What will be done to ensure the area does not become another "dead zone" similar to the Convention Center? Why, if the mall is failing, does the developer believe retail spaces will be sufficient or successful in addressing this issue?

13.

With the Chinatown Stitch being underway, how will traffic operate in the area?



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



14.

Will DVRPC investigate and identify those most serious levels of traffic congestion and pedestrian safety that could result from the construction of 76 Place? This would not only include local street intersection issues, but also issues involving the Interstate system such as I-95, I-76 and I-676. With 76, I-95 entrance and exit ramps and Ben Franklin Bridge traffic all in the immediate area, how will this affect traffic, parking and respiratory health of residents in the area - Chinatown and beyond?

15.

Part of your vision is to “protect and preserve our natural resources while creating healthy communities; and foster greater opportunities for all.” Chinatown is a 150 year old residential and business community. Adjacent are some of the US’s most precious historical sites. Will DVRPC investigate the impact of this proposal on these particular parts of the Commission's charge?

There are many other areas of concern for us as we have had two years to study this project. We would be happy to meet with you to discuss this further. I do hope you can consider the questions I am asking as you develop your long range plan.

With regards,

Debbie Wei

Comment #741 – William Piccinni

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Street to Ridley Creek project

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following

Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. William Piccinni
2221 S Beechwood St
Philadelphia, PA 19145-3409
[email removed]

Comment #742 – Columba Mcdevitt

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Columba Mcdevitt
1508 Grovania Ave
Abington, PA 19001-1705
[email removed]

Comment #743 – Gilles Emond

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

When I go to my second home in Langhorne, PA, I use the area's bike trails. I am always amazed at the quality of the infrastructure.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you for continuing the development of bike paths in Eastern Pennsylvania.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Gilles Emond
77 Shady Brook Dr
Langhorne, PA 19047-8010
[email removed]

Comment #744 – Jody Twer

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Ms. Jody Twer

256 Nockamixon Rd

Kintnersville, PA 18930-1650

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #745 – Ed Lundgren

Jun 21, 2024

Jun 21, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of \$120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,
Mr. Ed Lundgren
9 Claremont Cir
Horsham, PA 19044-1024
[email removed]



Comment Submissions by Letter or with Supporting Documents





June 24, 2024

Richard Murphy
Manager, TIP Development and Maintenance
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

PA TIP Comments: Chester County

On behalf of the Transportation Management Association of Chester County (TMACC), I am writing to express our strong support for the Delaware Valley Regional Planning Commission's draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania. It is crucial that we approach Chester County's transportation system with a holistic, multimodal perspective—encompassing everything from trails and highways to bridges and public transportation.

Planning for capital projects is vital to the economy of Chester County and to fostering healthy communities. The materials funded in these projects such as asphalt, stone, steel, and concrete are just materials but are essential in facilitating access for residents, students, our workforce, and visitors. Including these projects in the final TIP will ensure that Chester County remains competitive and safe.

We urge the DVRPC Board to support the inclusion of these projects in the final TIP. Investing in all components of our infrastructure not only enhances mobility and connectivity for our residents but also fosters healthier communities and supports environmental sustainability.

Thank you for your consideration and your commitment to advancing transportation funding in our region.

Sincerely,

P. Timothy Phelps
Executive Director
TMACC

cc: J. Maxwell, Commissioner, Chester County
B. O'Leary, Executive Director, CCPC
J. Forsythe, TMACC Board Chair



June 24, 2024

Richard Murphy
Manager, TIP Development and Maintenance
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

PA TIP Comments: Circuit Trails

I am writing on behalf of the Transportation Management Association of Chester County (TMACC) to express our strong support for the Delaware Valley Regional Planning Commission's draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania. The proposed funding for the Circuit Trails in four major corridors—Spring Garden Street Greenway in Philadelphia County, Cross County Trail in Montgomery County, Chester Valley Trail in Chester County, and Route 291 Trail/East Coast Greenway in Delaware County—represents a landmark investment in our region's transportation infrastructure.

Including these projects in the final TIP would be a major step forward in achieving the goal of completing 500 miles of Circuit Trails by 2025. Trails are a vital part of our regional multimodal transportation connectivity, offering opportunities for individuals to adopt active lifestyles and significantly reducing our region's carbon emissions. It is essential that trails be accessible to, for, and by all, promoting inclusivity and community engagement.

We urge the DVRPC Board to support the inclusion of these projects in the final TIP. Investing in the Circuit Trails not only enhances mobility and connectivity for our residents but also fosters healthier communities and supports environmental sustainability.

Thank you for your consideration and commitment to advancing transportation and trail development in our region.

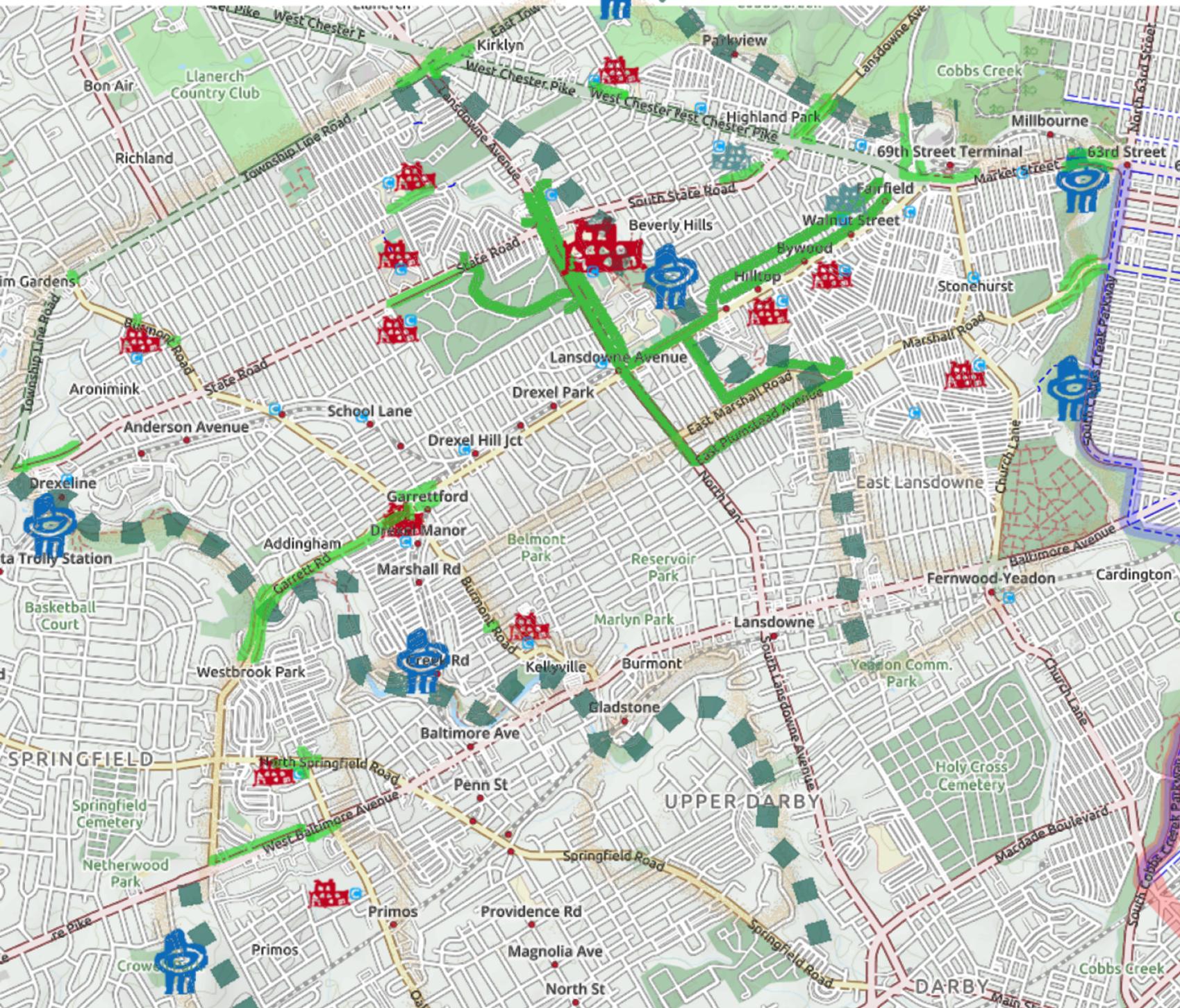
Sincerely,

P. Timothy Phelps
Executive Director
TMACC

cc: J. Maxwell, Commissioner, Chester County
B. O'Leary, Executive Director, CCPC
J. Forsythe, TMACC Board Chair

Bicycle Facilities for

Upper Darby, PA



Map Key

- Motorway
- Trunk road
- Primary road
- Secondary road
- Track
- Cycleway
- National cycleway
- Regional cycleway
- Local cycleway
- Footway
- Railway
- Forest
- Common and meadow
- Lake and reservoir
- Bicycle shop
- Bicycle parking
- Upper Darby boundary
- Proposed Bike Lanes
- Off Road Trails
- Schools
- Libraries
- Composting Toilets

Upper Darby Bicycle Facilities

Phase one: Children can bike to school. For the high school bike lanes on Lansdowne Ave from Marshall to South Cedar. Bike Lanes on Garret from Naylor's Run Park to Lansdowne and back. Bike Lanes on Marshall from Sherbrook to Windemere. Alternatively, the westbound lane could be on Plumstead. (Some one way streets may accommodate bike lanes in 2 directions.) Bike lanes on School Lane from Windemere across Lansdowne and from the high school to Shadeland. Another route to the northwest would be through the cemetery and across State Road. Bike lanes should be in front of all the schools to allow bikes to enter school grounds unimpeded and parking should be available in front of the schools. Garrettford and BeverlyHills will need lanes that extend to the closest intersection that access neighborhoods. For Garrettford Garrett Rd between Burmont and Westport needs lanes. For BeverlyHills east on Bywood and west on Fairfield. The Kindergarten Center will need lanes on State Road from Harper to Lansdowne and Lansdowne to Turner unless use could be made of the cemetery.

Phase two: Connect. Lanes should be put into the existing route of Baltimore Bicyclist Baltimore Pike, namely Providence Road to and from Oak and Morton and Linden to and from Hilldale. 69th Street Terminal would need lanes that lead there along Market and crossing at 69th St and Garrett/ Long Lane/ Victory intersections. Lanes should lead out and back Victory, and a crossing at Fairfield. Bike lanes leading to the Primos and Fernwood stations of the Media-Elwyn train line. Connecting to Philadelphia we need lanes on Marshall, at least, to and from Powell and 63rd and Market should have lanes from Millbourne to 63rd and from 63rd to Powell. Lanes should connect N State Road to Lansdowne Ave. Crossings should be made at Lansdowne to East Township Line and west to Hollywood. Burmont and State should have crossings of Township Line. West Baltimore should connect Bishop to Oak.

Phase three: Build community. Off road trails should connect along Naylor's Run to the high school up to Lansdowne and West Chester Pike and down parallel to Union. Darby Creek trail should extend down past the dogpark toward Darby east of Lansdowne to Springfield. A trail should be made on the eastern border of McCall's along Cobb's Creek to the Terminal. A trail beyond or through Fernwood Cemetery could connect to Baltimore's crossing of the Cobb's Creek Trail. Bike lanes should access the libraries. Bike parking put in shopping areas are community builders. Composting toilets can encourage walking and bicycling in nature.

base map: OpenStreetMap ODbL cc
 moblerly.cjfeanley.com /Upper Darby Bike Routes.pdf
 November 2018

ELEANOR V. HORNE
18 Pinflower Lane
West Windsor, New Jersey 08550

June 24, 2024

Public Comments
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106-1520 US

Subject: Circuit Trails Prioritization in the Draft FY2025 TIP for PA

Dear Members of the DVRPC Board,

Our region is a much better place in which to live and work because of the leadership and efforts of DVRPC. The quality of life will be enhanced through the large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems. The DVRPC counties in Pennsylvania have a once-in-a-generation opportunity to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in nine counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, as well as improving the region's climate resiliency. My hope is that the DVRPC New Jersey counties will follow.

I write to provide my support for the allocation of \$120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

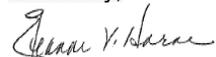
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

Further, I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you, DVRPC Board, for proposing landmark funding. Also, thank you for being a responsible and responsive Metropolitan Planning Organization.

Sincerely,



Eleanor V. Horne

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Bucks

MPMS ID: 74827 Delaware Canal Enhancement

Related to Comment IDs: 4

Response By: DVRPC

Thank you for your comment, we will adjust the project description as appropriate.

Response By: PennDOT

Response By: Bucks County

Thank you for your support and duly noted.

MPMS ID: 102309 PA 309 Bridge over Morgan Creek

Related to Comment IDs: 7

Response By: PennDOT

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process. The discussion on the Liberty Bell Trail route is duly noted.

MPMS ID: 102664 PA 309 Bridge over Beaver Run

Related to Comment IDs: 8

Response By: PennDOT

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

MPMS ID: 92641 Dublin Pike Bridge over Morgan Creek

Related to Comment IDs: 9

Response By: PennDOT

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

MPMS ID: 99431 Route 663 (John Fries Highway) Widening

Related to Comment IDs: 10

Response By: PennDOT

Thank you for sharing your comment. Before advancing the design of the project we will engage in CONNECTS coordination for awareness, consideration, and incorporation of various public interests as we work to develop a project purpose and needs statement.

Response By: Bucks County

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Bucks County supports pedestrian facility improvements during the roadway design process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

MPMS ID: 120912 Trumbauersville Road Bridge over Unami Creek

Related to Comment IDs: 11

Response By: PennDOT

Thank you for sharing your comment. Before advancing the design of the project, our project team will engage in the CONNECTS coordination process for awareness, consideration, and incorporation of various public interests. The project team will use the CONNECTS feedback to help develop a project purpose and needs statement. The purpose and needs statement serves as a foundation for the design development of a project.

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

MPMS ID: 118190 Fairview Road Railroad Xing

Related to Comment IDs: 12

Response By: PennDOT

The equipment at the crossing is old and out of date the crossing is in bad shape, the whole crossing needs to be upgraded to today's standards. There will be new warning devices and the surface will be upgraded. The crossing will not be upgraded until summer of 2025. The process with the Railroad and PUC must be completed and approved before any work can start.

Response By: Bucks County

The project will include signal improvements. The rehabilitation of the grade crossing is probably outside of the project budget. Currently, no passenger service is provided on this line and it's only occasionally used by freight trains. Given the infrequent service, it may be difficult for SEPTA to prioritize these grade crossing improvements. Bucks County agrees that improvements to the grade crossing should be constructed if funding can be found.

MPMS ID: 64778 State Road Reconstruction

Related to Comment IDs: 260, 262

Response By: PennDOT

Response By: Bucks County

Bucks County agrees that PennDOT should work to include the East Coast Greenway improvements to the greatest extent possible in this project.

MPMS ID: 115418 Route 113 & Minsi Trail Road Roundabout

Related to Comment IDs: 443

Response By: PennDOT

Response By: Bucks County

Thank you for your support.

MPMS ID: 88083 Stoopville Road Improvements - Phase 2

Related to Comment IDs: 447

Response By: PennDOT

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Response By: Bucks County

Bucks County agrees that where possible, the trail should be 10'. However, we recognize that there may right of way issues contributing to the proposed design size.

MPMS ID: 115419 US 202/Route 263 (York Road) Roundabout

Related to Comment IDs: 449

Response By: PennDOT

Response By: Bucks County

Thank you for your support.

MPMS ID: 12965 Lawn Avenue Reconstruction

Related to Comment IDs: 450

Response By: PennDOT

Response By: Bucks County

Thank you for your support.

MPMS ID: 13635 Oxford Valley Road/Lincoln Highway Intersection Improvements

Related to Comment IDs: 451

Response By: PennDOT

Response By: Bucks County

Bucks County fully supports this improvement safety project. Additionally, the project will provide pedestrian facilities which do not currently exist, thereby improving pedestrian and bicyclist safety. We suggest you review the plans found at the project website: <https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Oxford-Valley-Road-at-Lincoln-Highway-Intersection-Improvement-Project.aspx>

Chester

MPMS ID: 110312 Baltimore Pike/Newark Road Intersection Improvements

Related to Comment IDs: 228

Response By: PennDOT

Thank you for sharing your concern and for letting us know of your interest in this project. We believe that the proposed project will provide significant improvements at the intersection as the proposed improvements will address existing alignment deficiencies along Newark Road, increase vehicular maneuverability, construct turning lanes and improve pedestrian accommodations. PennDOT encourages you to follow our progress advancing the design and participating in future public involvement. More information on the project can be found at <https://bit.ly/3VASspm>

Response By: Chester County

MPMS ID: 118024 US 202 and High Street Interchange

Related to Comment IDs: 263

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Response By: PennDOT

Response By: Chester County

MPMS ID: 81744 Chester Valley Trail: P&T Phase 1

Related to Comment IDs: 603

Response By: Chester County

MPMS ID: 14532 US 30, Coatesville Downingtown Bypass Reconstruction Design

Related to Comment IDs: 604

Response By: PennDOT

Thank you for your interest in the US 30 Reconstruction Program. The Chester County Maintenance Crews are working diligently to repair and maintain all of the state-owned roadways in Chester County. We are all very eager to see construction begin on the US 30 Bypass. The 14-mile corridor has been divided into 4 Design Project Sections and each is progressing separately through its preliminary design phase. These Projects are being progressed as Section 010, Section AIR, Section 082, and Section CER. We anticipate Section AIR will begin its final design phase in late 2024 followed by Section 010, Section 082, and then Section CER. Our Maintenance Crews will continue to do the necessary repairs to maintain a safe roadway until construction begins. If you have a roadway concern, please call 1-800-FIX-ROAD to report the issue and location to our Maintenance Team. Please see our Project website at WWW.us30-chesco.com for the latest updates along the US 30 Corridor.

Response By: Chester County

Delaware

MPMS ID: 93105 State Rd o/Darby Creek (Bridge)

Related to Comment IDs: 3

Response By: PennDOT

This project includes replacement of the existing bridge with limited approach work. There is no bicycle lane or physical separation for bicyclists proposed. The project proposes three travel lanes, shoulders, and a sidewalk in both the northbound and southbound directions.

Response By: Delaware County

MPMS ID: 99668 PA 291 Drainage Improvement

Related to Comment IDs: 14

Response By: DVRPC

Response By: PennDOT

MPMS ID: 92324 Gov Printz Blvd o/ Conrail (Bridge)

Related to Comment IDs: 259

Response By: PennDOT

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Response By: Delaware County

Delaware County thanks you for supporting this project. This bridge will be designed in a way that will accommodate potential future trail use.

MPMS ID: 95429 US 202 and US 1 Intersection Area Improvements

Related to Comment IDs: 264

Response By: PennDOT

Response By: Delaware County

Thank you for your comment. PennDOT is exploring innovative ways to improve safety and efficiency of the intersection which includes the completion of the loop road network.

MPMS ID: 15251 US 1 and PA 352 Interchange, Intersection, and Roadway Improvements

Related to Comment IDs: 265

Response By: PennDOT

Response By: Delaware County

Thank you for your comment. The interchange will include the terminus reconfiguration as you stated. Please refer to the project website for additional information on this project. <https://pa352us1delco.com>

MPMS ID: 112298 SR 476: I-76 Interchange to MacDade

Related to Comment IDs: 266

Response By: PennDOT

Response By: Delaware County

Thank you for your comment. PennDOT is working towards utilizing the interior median as part of their Hard Shoulder Running program which would create an additional through lane along this stretch of roadway.

MPMS ID: 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322)

Related to Comment IDs: 267

Response By: PennDOT

Response By: Delaware County

Thank you for your question. The goal of this project is to eliminate the current left to right merge configuration so that it becomes a more conventional right to left merge.

MPMS ID: 120688 SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord Road/Sunfield Drive Intersection Improvements

Related to Comment IDs: 439

Response By: PennDOT

Response By: Delaware County

Thank you for your support of this project.

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

MPMS ID: 57773 Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)

Related to Comment IDs: 445

Response By: PennDOT

Response By: Delaware County

MPMS ID: 111022 Chichester Avenue Corridor Safety Improvements

Related to Comment IDs: 446

Response By: PennDOT

Response By: Delaware County

Thank you for your support of this project.

Montgomery

MPMS ID: 102273 Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing

Related to Comment IDs: 1

Response By: PennDOT

Response By: Montgomery County

Thank you for your comment regarding the Ridge/Germantown intersection realignment project, slated to go to construction in 2025. PennDOT's design team has taken a number of these considerations into account throughout the design and engineering process, which has been underway since 2019 and has fully involved Lower Providence Township staff and elected officials. This project is supported by a number of planning documents, such as Lower Providence's Ridge Pike West Corridor Study (2018) and Montgomery County's Montco 2040 Comprehensive Plan (2015).

MPMS ID: 83742 Keim Street Bridge Over Schuylkill River

Related to Comment IDs: 5

Response By: PennDOT

Response By: Montgomery County

Thank you for your comment regarding the design of the intersections related to the Keim Street bridge project. Because the area around the bridge is still an active industrial zone, the project design had to balance both the needs of trail users and freight traffic. To accommodate truck deliveries, the intersection radii were designed based on the PennDOT-required design vehicle of a WB-67 negotiating the intersection's right turns without tracking into barriers, sidewalk, or behind the Detectable Warning Surface for the trail/trail crossing itself. It's important to note that oversize trucks/permit vehicle traffic for infrastructure steel delivery also had to be considered for this intersection because there is a fabrication facility located close to the intersection along Industrial Highway that could utilize the new bridge to reach US 422.

To improve safety for pedestrians, regarding signal installations, pedestrian push button facilities are located on both corners of the intersection. A NO TURN ON RED blank-out sign is provided for the right turn movement from northbound Keim Street onto eastbound Industrial Highway that is activated if the pedestrian push buttons are pressed for the marked crossing. A TURNING TRAFFIC MUST YIELD TO PEDESTRIANS sign is provided for the right turn movement from eastbound Industrial Highway onto southbound Keim Street across the Schuylkill River Trail. A NO TURN ON RED sign is not provided for this movement since pedestrians would not be permitted to cross Keim Street when Keim Street has a green light. The proposed signage and signal design is consistent with how a majority of intersections currently operate and has been approved by PennDOT.

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

MPMS ID: 72355 Valley Green Road Bridge Over Wissahickon Creek

Related to Comment IDs: 6

Response By: PennDOT

Response By: Montgomery County

Thank you for your comment and your contingent support for a safe, multimodal waterway crossing. To accommodate pedestrian traffic across the bridge, the County currently has incorporated a 6 foot shoulder on both the upstream and downstream side of the bridge into the design requirements, which will taper back to the existing conditions off the structure to be fully utilized should the township and local residents decide to construct a connecting sidewalk. The scope of work for this project is to replace or rehabilitate the bridge, which will be determined as the engineering process continues.

MPMS ID: 117965 Liberty Bell Trail P3

Related to Comment IDs: 438

Response By: Montgomery County

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit, including previously awarded Transportation Alternatives program projects.

MPMS ID: 48174 PA 63, PA 152, Norristown Road at Maple Glen Triangle

Related to Comment IDs: 440

Response By: PennDOT

The project proposes to install curb to curb widths that would allow for future bike lanes throughout the limits of the Maple Glen Triangle. The reason for not showing them on the current plans is because the bike lanes would not tie into any bike facilities at either end of the project.

Response By: Montgomery County

Montgomery County's Bike Montco plan recommends both Limekiln Pike and Norristown Road as priority bike routes. We have conveyed this to PennDOT and the project is still in the preliminary engineering phase.

MPMS ID: 118031 PA 29 & PA 113

Related to Comment IDs: 448

Response By: PennDOT

Response By: Montgomery County

In meetings with the township and PennDOT, Montgomery County has expressed the importance and priority of a pedestrian path that connects the intersection to the Perkiomen Trail. The project is still in preliminary engineering.

MPMS ID: 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)

Related to Comment IDs: 614

Response By: PennDOT

Response By: Montgomery County

Thank you for your comment. Montgomery County is eager to see the Narberth Avenue Bridge replacement project move into the construction phase with the cooperation of PennDOT, SEPTA, and Amtrak.

Philadelphia

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

MPMS ID: 118034 Spring Garden Connector

Related to Comment IDs: 15

Response By: City of Philadelphia

MPMS ID: 118034 Spring Garden Connector

Related to Comment IDs: 16, 17, 105, 205, 229, 256, 594

Response By: City of Philadelphia

MPMS ID: 112500 Citywide 3R 110

Related to Comment IDs: 203, 204

Response By: PennDOT

Response By: City of Philadelphia

MPMS ID: 81219 25th St: Washington Ave to Passyunk Ave

Related to Comment IDs: 255

Response By: PennDOT

Response By: City of Philadelphia

MPMS ID: 120762 Cobbs Creek Parkway: Market - Woodland

Related to Comment IDs: 257

Response By: PennDOT

Thank you for sharing your concern. PennDOT is leading the advancement of MPMS# 120762 to improve safety for all highway users along Cobbs Creek Parkway. We will share your request for wayfinding signing for the trail system in the adjacent park to the City of Philadelphia Parks & Recreation Department for their consideration as the trail system falls under their jurisdiction.

Response By: City of Philadelphia

MPMS ID: 103563 I-95: Delaware Avenue Extension (BS5)

Related to Comment IDs: 258

Response By: PennDOT

PennDOT will work with the stakeholders to achieve the requested goals as much as possible. Thank you.

Response By: City of Philadelphia

MPMS ID: 115445 5th Street Corridor Safety Improvements

Related to Comment IDs: 589

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Response By: PennDOT

Response By: City of Philadelphia

MPMS ID: 118035 5th Street Improvements

Related to Comment IDs: 590

Response By: PennDOT

Response By: City of Philadelphia

MPMS ID: 81219 25th St: Washington Ave to Passyunk Ave

Related to Comment IDs: 591

Response By: PennDOT

Response By: City of Philadelphia

MPMS ID: 17215 70th, 71st, 72nd Streets over Amtrak

Related to Comment IDs: 592

Response By: PennDOT

Response By: City of Philadelphia

MPMS ID: 110958 Castor Avenue Roundabout

Related to Comment IDs: 593

Response By: PennDOT

Response By: City of Philadelphia

MPMS ID: 115440 Washington Lane Corridor Safety Improvements

Related to Comment IDs: 595

Response By: PennDOT

Response By: City of Philadelphia

MPMS ID: 119480 Roosevelt Boulevard Study

Related to Comment IDs: 610

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Response By: PennDOT

Response By: SEPTA

Response By: City of Philadelphia

MPMS ID: 112500 Citywide 3R 110

Related to Comment IDs: 611

Response By: DVRPC

Response By: City of Philadelphia

MPMS ID: 111194 Castor Avenue Corridor Safety Improvements

Related to Comment IDs: 612

Response By: PennDOT

Response By: City of Philadelphia

SEPTA

MPMS ID: 77183 Transit and Regional Rail Station Program

Related to Comment IDs: 261

Response By: SEPTA

MPMS ID: 77183 Transit and Regional Rail Station Program

Related to Comment IDs: 444

Response By: SEPTA

MPMS ID: 95402 Bridge Program

Related to Comment IDs: 607

Response By: SEPTA

Various

MPMS ID:

Related to Comment IDs: 2

Response By: PennDOT

Thank you for your sharing your idea to improve safety on Bristol Pike in the area of Woodhaven Road interchange in the City of Philadelphia. The City of Philadelphia and PennDOT would like to improve safety on every street in the City. Although this location has not been prioritized for a new transportation improvement project, we will examine the

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

interchange intersections and see if there are low cost options that can be completed to improve safety in the near future.

Response By: Bucks County

Thank you for your comment. We will request that PennDOT analyzes your suggestion.

Response By: City of Philadelphia

MPMS ID: 105291 The Circuit Line Item

Related to Comment IDs: 13

Response By: DVRPC

MPMS ID:

Related to Comment IDs: 18

Response By: DVRPC

MPMS ID:

Related to Comment IDs: 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 366, 367, 368, 369, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 441, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 738, 739, 741, 742, 743, 744, 745

Response By: DVRPC

Thank you for your support. The DVRPC region has made, and will continue to make, significant investments in bicycle and pedestrian improvements, through the collaboration of local and county governments, non-profits, foundations, and DOTs, including but not limited to the Circuit Trails network.

The completed Circuit Trails are expected to be an 800-mile network, about half of which is currently completed and open. Over the years, DVRPC's Regional Trails Program has provided planning assistance and funding to help plan, design, and construct Circuit Trail projects, thanks to financial support from the William Penn Foundation. For over a decade, the region has relied heavily on federal Transportation Alternatives Set-Aside (TASA or TAU) and Congestion Mitigation and Air Quality (CMAQ) funds to construct trail projects. As noted in your comments, the Draft FY2025 Pennsylvania TIP includes several large, county-led Circuit Trail projects, largely funded by the Carbon Reduction

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Program (CRP), a new federal formula program created by the IJJA/BIL that provides funding for projects designed to reduce transportation emissions. DVRPC's Pennsylvania counties led the charge for this unprecedented investment in Circuit Trail projects to create a safe and efficient network for carbon-free travel.

DVRPC applauds the counties and all the other stakeholders who are working hard to make the vision of the Circuit Trails network a reality.

Response By: Bucks County

Thank you for your support.

Response By: Chester County

Response By: Delaware County

Delaware County thanks you for supporting this project.

Response By: Montgomery County

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit.

Response By: City of Philadelphia

MPMS ID:

Related to Comment IDs: 106, 254, 613

Response By: PennDOT

Response By: SEPTA

Response By: City of Philadelphia

MPMS ID:

Related to Comment IDs: 268, 269, 277, 280, 284, 285, 287, 364, 416, 608

Response By: DVRPC

Response By: City of Philadelphia

MPMS ID:

Related to Comment IDs: 365

Response By: DVRPC

MPMS ID:

Related to Comment IDs: 370

AGENCY RESPONSES TO COMMENTS

Friday, June 28, 2024

Response By: DVRPC

MPMS ID:

Related to Comment IDs: 420

Response By: PennDOT

Response By: **Montgomery County**

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit.

MPMS ID:

Related to Comment IDs: 442

Response By: DVRPC

MPMS ID:

Related to Comment IDs: 605, 739

Response By: **Chester County**

MPMS ID:

Related to Comment IDs: 651

Response By: PennDOT

Response By: **Delaware County**

MPMS ID:

Related to Comment IDs: 740

Response By: DVRPC

Response By: SEPTA

Response By: **City of Philadelphia**

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the DVRPC FY2025 Transportation Improvement Program (TIP)
for Pennsylvania (FY25-FY28)**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine-county Philadelphia, Camden, and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, the nine-county planning area is part of two maintenance areas for the 2012 annual and 2006 24-hour fine particulate matter (PM_{2.5}) standards, and Delaware County has been designated a maintenance area for the 2012 annual PM_{2.5} standard, as required by CAAA under the respective ozone, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in March 2012; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the 1990 Clean Air Act Amendments (CAAA) requirements by meeting criteria described in the Final Rule, and,

WHEREAS, DVRPC has completed conformity analysis of the TIP and the Long-Range Plan according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM_{2.5} and PM_{2.5} precursors are less in 2025, 2035, 2045, and 2050 and direct PM_{2.5} and PM_{2.5} precursors in Delaware County are less in 2030 than the applicable established budgets for the respective analysis year; and that the region is no longer required to demonstrate conformity for CO, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long-range plan developed in accordance with this certified planning process and the TIP and long-range plan have been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's *Connections 2050* Long-Range Plan, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Greater Philadelphia region to expect to receive; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28) as the region's official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission determines that the FY2025 Transportation Improvement Program for Pennsylvania (FY25-FY28) conforms to the State Implementation Plan of Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 25th day of July 2024 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY25-003.

Renee Wise, Recording Secretary

Delaware Valley Regional Planning Commission

Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications for DVRPC's Pennsylvania Region

Adopted by the DVRPC Board on July 25, 2024

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

I. PURPOSE AND BACKGROUND

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, the **Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21)**, the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act)**, and the **Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, also known as the "Bipartisan Infrastructure Law")** requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. Federal law also requires the State to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 19 MPOs, 4 Rural Planning Organizations, and an individual County).

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. State law requires PennDOT and its Planning Partners (MPOs/RPOs/Individual County) to update the TIP and Twelve Year Plan (TYP) every two years. The regional TIP for the five DVRPC Pennsylvania counties (Bucks, Chester, Delaware, Montgomery, and Philadelphia) is updated every other year (on odd years) to coincide with the update of the PennDOT STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year, which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations** (23 CFR 450), which govern the provisions of ISTEA/TEA21/SAFETEA-LU/MAP-21/FAST Act/IIJA(BIL) concerning

the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects while still providing transparency. Furthermore, the regulations permit the use of expedited procedures to accomplish certain changes if prior agreements have been established. The Commonwealth's Twelve-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and **Administrative Modifications** which are described below. In all cases in this MOU, the term TIP shall mean TIP/STIP.

II. TIP AMENDMENTS

Federal regulation defines a TIP amendment as the **addition, deletion, or a major change to an existing federally funded project included in the TIP**, and DVRPC and its member agencies agree that TIP Amendments require **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Technical Committee (RTC). **Exceptions are allowed** under certain circumstances for projects which received federal authorization under a previous TIP, or for which another "Administrative Amendment" condition applies (see Section III. B.).

In order to **add a new project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year or additional funds made available to the region and the action must maintain the overall financial constraint of the four year program. Reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved. Funding is allocated to the project, not the County.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting an Air Quality (AQ) regionally significant project, except for traffic signal projects which can be initially added without a regional emissions analysis but must be included in all subsequent emissions analyses as required by the Final Conformity Rule. The addition or deletion of a project classified as exempt in the CAAA does not require a new conformity analysis. In consultation with the appropriate agencies if needed, DVRPC staff will determine whether a project is exempt from the conformity requirements.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize three classes of amendments.

- **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action.
- **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through

DVRPC's RTC and through the many opportunities outlined in DVRPC's Public Participation Plan.

- **Administrative amendments** include actions for projects or project phases that have previously received federal authorization or for which another "Administrative Amendment" condition applies, and which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

A. Minor TIP Amendments Requiring DVRPC Board Action for projects that do not trigger a new conformity analysis (are not limited to the following):

1. Project actions that **add a new project** to the four year TIP, including advancing a project phase(s) from the second and/or third four years of the 12 year program that has no phases obligated, encumbered, or programmed in the first 4 years.
2. Project actions which cause there to be **no phases within the four-year TIP period. If a project with one or more MPMS #s has been Let for construction and has been fully obligated under a previous TIP and the removal of phases causes there to be no phases of the project programmed within the four year TIP, this will be an administrative action.**
3. Project actions that result in a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff to be significant enough to essentially constitute a new project).
4. Project actions which **increase the overall cost of a project within the four years of the TIP by more than \$7,500,000** of state and/or federal funds and local funds (if local funds represent the required match). Shifting funding from the Later Fiscal Years (LFY) of the TYP to the first four years (TIP) by more than \$7,500,000 will constitute a formal action.
5. Project action which **decreases the overall cost of a project within the four years of the TIP by more than \$7,500,000 of state and/or federal funds and local funds (if local funds represent the required match).** Shifting funding from the first four years (TIP) to the Later Fiscal Years (LFY) of the TYP by more than 7,500,000 will constitute a formal action.
6. When a project that utilizes 100 percent state funds and needs federal funds to establish Federal Government Agencies as the lead reviewing agency the project will be 'federalized' (placing federal funds on a project).
7. When PennDOT identifies a project phase of less than or equal to \$7,500,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds and there were **no obligations on any phases of the project previously, or no other phases currently programmed on the TIP.**

III. EXPEDITED PROCEDURES FOR TIP MODIFICATIONS AND ADMINISTRATIVE AMENDMENTS

The federal regulations permit an MPO to move projects from **years two, three, or four** of a TIP to the first year, or to change the **funding source** of a project, without going through the formal amendment process. The regulations refer to these actions as "project selection actions". DVRPC and its member agencies define these types of actions as TIP modifications and administrative amendments. Also included in the modifications category are project **cost changes** if they do not represent a significant change in project scope.

Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding (MOU) establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to an overall cost of a project within the four years of the TIP that is **less than or equal to \$1,000,000**.
2. When there is a project action which decreases the overall cost of a project within the four years of the TIP by \$7,500,000 or less if it does or does not represent a reduction in scope.
3. When a project is listed in an approved TIP without a right-of-way phase or a utility phase and the need for some **incidental ROW or utility work** is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any residential or business structure(s). The utility phase may be programmed individually.
4. When either PennDOT or SEPTA deems it appropriate to **shift costs between eligible funding categories** in accordance with available resources and eligible facilities/projects. DVRPC partners (e.g. PennDOT, SEPTA, PART, Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia) may shift project funding between any of the federal or state funding categories, as well as between federal funds and state funds so long as the changes do not have a cost increase/decrease of more than \$7,500,000 or do not involve the federalization of a project.
5. When either PennDOT, SEPTA, or **PART** need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These

include the addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).

6. Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure. Note that DVRPC staff will directly contact the PA TIP Subcommittee bringing attention to these actions.
7. When the **line items** for Betterments are to be tapped for individual projects of **less than \$7.5 million**. In these cases, PennDOT will notify DVRPC of the project(s) and the amounts to be drawn from the line item. DVRPC will note the amount of funds remaining as of a given date in the project description section. If the individual project **is more than \$7,500,000**, it will be treated as a minor amendment under the procedure in section “II. **TIP AMENDMENTS.**” A **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation’s (PennDOT’s) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, drainage improvements or guide rail updates.
8. When a project listed in an approved TIP is removed because funds for all phases totaling \$7,500,000 or less have already been obligated or encumbered and those programmed funds can be used as a resource for another project. Note: If the amount of funds that are deleted from the project is more than \$7,500,000, it will then be considered a minor amendment requiring DVRPC Board Action.
9. When a project draws down or returns funding from an existing TIP reserve line item. A traditional reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project.
10. When a project draws down funding from a competitive program’s Line Item (e.g. TASA or Competitive CMAQ) where the projects have already been approved by the DVRPC Board. If the draw down is more than \$7,500,000 or more, it will then be considered a minor amendment requiring DVRPC Board Action.
11. When an action occurs to breakout projects into two or more separate projects from a parent project in order to facilitate project delivery and there are no Air Quality Conformity issues or change of scope.

Under any of these circumstances, DVRPC Partners will inform DVRPC of the action taken.

B. Modifications and Administrative Amendments Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification or administrative amendment to the TIP by administrative action:

(Administrative Modifications)

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second, third, or fourth year of the TIP (i.e., for the **FY2025 TIP**: the years **FY26, FY27, or FY28**), unless there is a formal record of opposition to the project by a public interest group.
2. When a cost increase to a project is **greater than \$1 million and less than or equal to \$7.5 million**, and the modification proposes to use funds only from other projects on the TIP that cannot be authorized that fiscal year due to scheduling or other delays, or if there is concurrence from the affected county(ies), or if there are additional funds being made available to the region.
3. Project action which decreases the overall cost of a project within the four years of the TIP by less than or equal to \$7,500,000.
4. Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on PennDOT's documented August Redistribution Strategic Approach

(Administrative Amendments)

5. When a cost increase of \$7,500,000 or less occurs to the construction phase of a project that was **already obligated or encumbered** but is no longer shown in the TIP; or when a cost increase of \$7,500,000 or less occurs to a pre-construction phase of a project that has **already been obligated or encumbered** but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. Note: If the increase is more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
6. When adding a phase to a project when another phase was already obligated or encumbered. If the addition of the phase is greater than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
7. When PennDOT identifies a project phase less than or equal to \$7,500,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds, so long as a previous phase of the project has been obligated. Note: If the conversion is more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
8. When an action adds **a new phase(s)** or removes a phase(s), or **increase/decrease a phases(s)** to a project that is already programmed on the TIP and **the proposed fiscal change to the project** is less than or equal to the \$7,500,000 threshold.
9. When PennDOT seeks federal authorization to cover \$7,500,000 or less in **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. Note: If the increase is more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

10. When a project “breakout” is developed from a “parent” project which creates a new MPMS number, but for which there is not a major scope increase to the work to be accomplished that would otherwise be considered a new project.
11. When a previously DVRPC Board accepted project derived from a Statewide Managed Program (e.g. sHSIP, TASA, SRTS, RRX, ARLE, MTF, GLG) is being returned to the program. See Section III.D.2.

C. Transit – Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments.

While administrative actions do not require federal approval, PennDOT and DVRPC will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

D. Amendments Requiring Formal Action by DVRPC

All other changes to existing projects in the TIP not covered above in section III will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board formal action. Any changes under this section should go to the RTC for recommendation before proceeding to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority. Financial constraint will be maintained.

Examples of typical Amendments that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a new project to the first four years of the TIP or the Twelve Year Program.
2. Cost increase to a construction phase when additional work orders need to be approved, and the cost estimate has increased by more than \$7,500,000.

E. Statewide Programs

New project additions to the DVRPC TIP that are derived from statewide managed programs and selected by PennDOT Central Office staff or PennDOT's Secretary of Transportation, such as Highway Safety Improvement Program Set-aside (sHSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TASA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), and Transportation Infrastructure Investment Fund (TIIF), or any new statewide managed funding category created by any new federal or state laws, will go through formal review and action by the DVRPC Board. The DVRPC Board will be requested to "Accept" these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions (see PennDOT Financial Guidance for further details). Further guidance for modifications and amendments to statewide programs is detailed in the Statewide Memorandum of Understanding, Procedures for TIP and STIP Modifications agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

1. PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs will be an integral part of the IM Program's success, and all revisions to the DVRPC region IM Program will be provided to DVRPC by Central Office in a timely manner.
2. Projects derived from Statewide Managed Programs that are state funded, e.g., Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), which were programmed on a previous TIP and funds have not been encumbered and need to be shown on the current TIP may be added back into the TIP as an Administrative Action.
3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate. See the Statewide MOU for guidance.

IV. ADMINISTRATION

A. Compliance with Planning Process

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the DVRPC's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy.

Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of DVRPC's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how DVRPC will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by DVRPC. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with DVRPC's PPP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulation.

B. Fiscal Constraint Charts

Financial constraint refers to keeping the costs of the TIP within the amount of funds that are reasonably available to the region. PennDOT and its Planning Partners statewide agree to a **Financial Guidance** package when developing the TIPs that sets the bounds of funding for each region. Each region is to maintain their TIP at that level during the life of the TIP and incorporate project Year of Expenditure costs, while the state is to maintain the overall financial constraint of the STIP. To assist in the maintenance of financial constraint of the TIP when making amendments and modifications under this MOU, DVRPC, SEPTA, and PennDOT have devised a **Fiscal Constraint Chart**. The parties agree to use this electronic spreadsheet to identify each month the requested changes to the TIP and the beginning and ending balances in the fiscal constraint "bank" for the Highway and Transit Programs. The parties accept their responsibility under the federal regulations to ensure that the TIP remains

fiscally constrained. They also acknowledge that maintaining financial constraint on an action by action basis may not always result in zero balances, but that every effort will be made to rectify any non-zero balances in concert with the state as it reassesses its estimate of reasonably available funds. The Fiscal Constraint Chart is the tool used by the state to make that determination. The arbitrary reduction of the overall cost of a project, or project phases, shall not be utilized for the advancement of another project.

C. Processing TIP Actions for PennDOT Central Office and Federal Approval

Approval by the DVRPC Board is required for certain TIP Actions detailed in this MOU. Following approval by the DVRPC Board, DVRPC staff must then request PennDOT Central Office approval, for projects that are identified in this MOU as being amendments, using the e-STIP process and package of information, which is then submitted to FHWA or FTA for federal approval. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes project programming before a TIP Action is processed, the requested adjustments, project programming after a TIP Action is processed, and comments explaining the reason for the adjustment(s). The package submitted via eSTIP also provides any PMC materials prepared by PennDOT, if available, along with an updated TIP project listing. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency.

D. August Redistribution

If August redistribution of Federal Highway funds adds, advances, or adjusts federal funding for a project, DVRPC will be notified of the project changes by PennDOT. See Section III.B.5.

E. Performance Reports and Data Sharing

In accordance with 23 CFR § 450.326 (c), PennDOT and DVRPC will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about progress in implementing the TIP, PennDOT will provide DVRPC with financial and performance reports.

1. PennDOT will provide DVRPC with a financial report of federal obligations and state encumbrances which DVRPC will post on the DVRPC TIP website. PennDOT will identify the funding target for the current fiscal year as soon as possible after the federal government establishes the obligation limits for that year. This target amount will be based on the region's allocation of programmed Base Funds as agreed to in the Statewide Financial Guidance for the TIP, factored by the ratio of the state's total obligation limit to total authorized funds for all base funding categories.
 - a. PennDOT will provide DVRPC with a quarterly and annual report comparing the programmed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar annual report comparing the programmed amount with the actual amount of funds secured under grants.

- b. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.
 - c. DVRPC will post the Obligation/Encumbrance information on its website.
2. PennDOT and SEPTA will provide DVRPC with annual Performance Measure reports.
 3. The STIP/TIP Financial Report provided by PennDOT to FHWA/FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a statewide and Planning Partner Basis. A summary report detailing this information will be provided to DVRPC 30 days after the end of the federal fiscal year.
 4. PennDOT and SEPTA will provide DVRPC with their annual list of obligated projects in order for DVRPC to post the reports online as required by federal law within 90 day of the end of the federal fiscal year.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Pennsylvania Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP).

**Executive Director,
 for DVRPC**

Date _____

**Deputy Secretary,
 for PennDOT**

Date _____

**General Manager,
 for SEPTA**

Date _____

Delaware Valley Regional Planning Commission

Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications for DVRPC's Pennsylvania Region

Adopted by the DVRPC Board on July 28, 2022

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

I. PURPOSE AND BACKGROUND

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, the **Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21)**, the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act)**, and the **Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, also known as the "Bipartisan Infrastructure Law")** requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. Federal law also requires the State to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 19 MPOs, 4 Rural Planning Organizations, and an individual County).

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. State law requires PennDOT and its Planning Partners (MPOs/RPOs/Individual County) to update the TIP and Twelve Year Plan (TYP) every two years. The regional TIP for the five DVRPC Pennsylvania counties (Bucks, Chester, Delaware, Montgomery, and Philadelphia) is updated every other year (on odd years) to coincide with the update of the PennDOT STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year, which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations** (23 CFR 450), which govern the provisions of ISTEA/TEA21/SAFETEA-LU/MAP-21/FAST Act/IIJA(BIL) concerning

the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects while still providing transparency. Furthermore, the regulations permit the use of expedited procedures to accomplish certain changes if prior agreements have been established. The Commonwealth's Twelve-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and **Administrative Modifications** which are described below. In all cases in this MOU, the term TIP shall mean TIP/STIP.

II. TIP AMENDMENTS

Federal regulation defines a TIP amendment as the **addition, deletion, or a major change to an existing federally funded project included in the TIP**, and DVRPC and its member agencies agree that TIP Amendments require **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Technical Committee (RTC). **Exceptions are allowed** under certain circumstances for projects which received federal authorization under a previous TIP, or for which another "Administrative Amendment" condition applies (see Section III. B.).

In order to **add a new project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year or additional funds made available to the region and the action must maintain the overall financial constraint of the four year program. Reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved. Funding is allocated to the project, not the County.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a regionally significant project, except for traffic signal projects which can be initially added without a regional emissions analysis but must be included in all subsequent emissions analyses as required by the Final Conformity Rule. The addition or deletion of a project classified as exempt in the CAAA does not require a new conformity analysis. In consultation with the appropriate agencies if needed, DVRPC staff will determine whether a project is exempt from the conformity requirements.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize three classes of amendments.

- **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action.
- **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through

DVRPC's RTC and through the many opportunities outlined in DVRPC's Public Participation Plan.

- **Administrative amendments** include actions for projects or project phases that have previously received federal authorization or for which another "Administrative Amendment" condition applies, and which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

A. Minor TIP Amendments Requiring DVRPC Board Action for projects that do not trigger a new conformity analysis (are not limited to the following):

1. Project actions that **add a new project** to the four year TIP, including advancing a project phase(s) from the second and/or third four years of the 12 year program that has no phases obligated, encumbered, or programmed in the first 4 years.
2. Project actions which cause there to be **no phases within the four-year TIP period. If a project has been Let for construction under a previous TIP and the removal of phases causes there to be no phases programmed within the four year TIP, this will be an administrative action.**
3. Project actions that result in a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff to be significant enough to essentially constitute a new project).
4. Project actions which **increase the overall cost of a project within the four years of the TIP by more than \$7,500,000** of state and/or federal funds and local funds (if local funds represent the required match). Shifting funding from the Later Fiscal Years (LFY) of the TYP to the first four years (TIP) by more than \$7,500,000 will constitute a formal action.
5. Project action which **decreases the overall cost of a project within the four years of the TIP by more than \$7,500,000**. Shifting funding from the first four years (TIP) to the Later Fiscal Years (LFY) of the TYP by more than 7,500,000 will constitute a formal action.
6. When a project that utilizes 100 percent state funds and needs federal funds to establish Federal Government Agencies as the lead reviewing agency the project will be 'federalized' (placing federal funds on a project).
7. When PennDOT identifies a project phase of less than or equal to \$7,500,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds and there were **no obligations on any phases of the project previously, or no other phases currently programmed on the TIP.**

III. EXPEDITED PROCEDURES FOR TIP MODIFICATIONS AND ADMINISTRATIVE AMENDMENTS

The federal regulations permit an MPO to move projects from **years two, three, or four** of a TIP to the first year, or to change the **funding source** of a project, without going through the formal amendment process. The regulations refer to these actions as "project selection actions". DVRPC and its member agencies define these types of actions as TIP modifications and administrative amendments. Also included in the modifications category are project **cost changes** if they do not represent a significant change in project scope.

Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding (MOU) establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to an overall cost of a project within the four years of the TIP that is **less than or equal to \$1,000,000**.
2. When there is a project action which decreases the overall cost of a project within the four years of the TIP by \$7,500,000 or less if it does or does not represent a reduction in scope.
3. When a project is listed in an approved TIP without a right-of-way phase or a utility phase and the need for some **incidental ROW or utility work** is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any residential or business structure(s). The utility phase may be programmed individually.
4. When either PennDOT or SEPTA deems it appropriate to **shift costs between eligible funding categories** in accordance with available resources and eligible facilities/projects. DVRPC partners (e.g. PennDOT, SEPTA, PART, Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia) may shift project funding between any of the federal or state funding categories, as well as between federal funds and state funds so long as the changes do not have a cost increase/decrease of more than \$7,500,000 or do not involve the federalization of a project.
5. When either PennDOT or SEPTA need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These include the

addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).

6. Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure. Note that DVRPC staff will directly contact the PA TIP Subcommittee bringing attention to these actions.
7. When the **line items** for Betterments are to be tapped for individual projects of **less than \$7.5 million**. In these cases, PennDOT will notify DVRPC of the project(s) and the amounts to be drawn from the line item. DVRPC will note the amount of funds remaining as of a given date in the project description section. If the individual project **is more than \$7,500,000**, it will be treated as a minor amendment under the procedure in section “II. **TIP AMENDMENTS.**” A **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation’s (PennDOT’s) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, drainage improvements or guide rail updates.
8. When a project listed in an approved TIP is removed because funds for all phases totaling \$7,500,000 or less have already been obligated or encumbered and those programmed funds can be used as a resource for another project. Note: If the amount of funds that are deleted from the project is more than \$7,500,000, it will then be considered a minor amendment requiring DVRPC Board Action.
9. When a project draws down or returns funding from an existing TIP reserve line item. A traditional reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project.
10. When a project draws down funding from a competitive program’s Line Item (e.g. TASA or Competitive CMAQ) where the projects have already been approved by the DVRPC Board. If the draw down is more than \$7,500,000 or more, it will then be considered a minor amendment requiring DVRPC Board Action.
11. When an action occurs to breakout projects into two or more separate projects from a parent project in order to facilitate project delivery and there are no Air Quality Conformity issues or change of scope.

Under any of these circumstances, DVRPC Partners will inform DVRPC of the action taken.

B. Modifications and Administrative Amendments Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification or administrative amendment to the TIP by administrative action:

(Administrative Modifications)

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second, third, or fourth year of the TIP (i.e., for the FY2023 TIP: the years FY24, FY25, or FY26), unless there is a formal record of opposition to the project by a public interest group.
2. When a cost increase to a project is greater than **\$1 million and \$7.5 million or less**, and the modification proposes to use funds only from other projects on the TIP that cannot be authorized that fiscal year due to scheduling or other delays, or if there is concurrence from the affected county(ies), or if there are additional funds being made available to the region.
3. Project action which decreases the overall cost of a project within the four years of the TIP by less than or equal to \$7,500,000.
4. When a project phase is listed in the first year of the TIP, but the **second year of the TIP is the current fiscal year.**
5. Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on PennDOT's documented August Redistribution Strategic Approach

(Administrative Amendments)

6. When a cost increase of \$7,500,000 or less occurs to the construction phase of a project that was **already obligated or encumbered** but is no longer shown in the TIP; or when a cost increase of \$7,500,000 or less occurs to a pre-construction phase of a project that has **already been obligated or encumbered** but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. Note: If the increase is more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
7. When adding a phase to a project when another phase was already obligated or encumbered. If the addition of the phase is greater than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
8. When PennDOT identifies a project phase less than or equal to \$7,500,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds, so long as a previous phase of the project has been obligated. Note: If the conversion is more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
9. When an action adds or removes a PE or FD phase to a project that is already programmed on the TIP and is less than or equal to the \$7,500,000 threshold.
10. When PennDOT seeks federal authorization to cover \$7,500,000 or less in **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. Note: If the increase is more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

11. When a project “breakout” is developed from a “parent” project which creates a new MPMS number, but for which there is not a major scope increase to the work to be accomplished that would otherwise be considered a new project.
12. When a previously DVRPC Board accepted project derived from a Statewide Managed Program (e.g. sHSIP, TASA, RRX, ARLE, MTF, GLG) is being returned to the program. See Section III.D.2.

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments.

C. Amendments Requiring Formal Action by DVRPC

All other changes to existing projects in the TIP not covered above in section III will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board formal action. Any changes under this section should go to the RTC for recommendation before proceeding to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority. Financial constraint will be maintained.

Examples of typical Amendments that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a new project to the first four years of the TIP or the Twelve Year Program.
2. Cost increase to a construction phase when additional work orders need to be approved, and the cost estimate has increased by more than \$7,500,000.

D. Statewide Programs

New project additions to the DVRPC TIP that are derived from statewide managed programs and selected by PennDOT Central Office staff or PennDOT's Secretary of Transportation, such as Highway Safety Improvement Program Set-aside (sHSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TASA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), and Transportation Infrastructure Investment Fund (TIIF), or any new statewide managed funding category created by any new federal or state laws, will go through formal review and action by the DVRPC Board. The DVRPC Board will be requested to "Accept" these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions (see PennDOT Financial Guidance for further details). Further guidance for modifications and amendments to statewide programs is detailed in the Statewide Memorandum of Understanding, Procedures for TIP and STIP Modifications agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

1. PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate

System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs will be an integral part of the IM Program's success, and all revisions to the DVRPC region IM Program will be provided to DVRPC by Central Office in a timely manner.

2. Projects derived from Statewide Managed Programs that are state funded, e.g., Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), which were programmed on a previous TIP and funds have not been encumbered and need to be shown on the current TIP may be added back into the TIP as an Administrative Action.
3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate. See the Statewide MOU for guidance.

IV. ADMINISTRATION

A. Compliance with Planning Process

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the DVRPC's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy.

Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of DVRPC's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how DVRPC will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed

appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by DVRPC. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with DVRPC's PPP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulation.

B. Fiscal Constraint Charts

Financial constraint refers to keeping the costs of the TIP within the amount of funds that are reasonably available to the region. PennDOT and its Planning Partners statewide agree to a **Financial Guidance** package when developing the TIPs that sets the bounds of funding for each region. Each region is to maintain their TIP at that level during the life of the TIP and incorporate project Year of Expenditure costs, while the state is to maintain the overall financial constraint of the STIP. To assist in the maintenance of financial constraint of the TIP when making amendments and modifications under this MOU, DVRPC, SEPTA, and PennDOT have devised a **Fiscal Constraint Chart**. The parties agree to use this electronic spreadsheet to identify each month the requested changes to the TIP and the beginning and ending balances in the fiscal constraint "bank" for the Highway and Transit Programs. The parties accept their responsibility under the federal regulations to ensure that the TIP remains fiscally constrained. They also acknowledge that maintaining financial constraint on an action by action basis may not always result in zero balances, but that every effort will be made to rectify any non-zero balances in concert with the state as it reassesses its estimate of reasonably available funds. The Fiscal Constraint Chart is the tool used by the state to make that determination. The arbitrary reduction of the overall cost of a project, or project phases, shall not be utilized for the advancement of another project.

C. Processing TIP Actions for PennDOT Central Office and Federal Approval

Approval by the DVRPC Board is required for certain TIP Actions detailed in this MOU. Following approval by the DVRPC Board, DVRPC staff must then request PennDOT Central Office approval using the e-STIP process and package of information, which is then submitted to FHWA or FTA for federal approval. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes project programming before a TIP Action is processed, the requested adjustments, project programming after a TIP Action is processed, and comments explaining the reason for the adjustment(s). The package submitted via eSTIP also provides any PMC materials prepared by PennDOT, if available, along with an updated TIP project listing. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency.

D. August Redistribution

If August redistribution of Federal Highway funds adds, advances, or adjusts federal funding for a project, DVRPC will be notified of the project changes by PennDOT. See Section III.B.5.

E. Performance Reports and Data Sharing

In accordance with 23 CFR § 450.326 (c), PennDOT and DVRPC will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about progress in implementing the TIP, PennDOT will provide DVRPC with financial and performance reports.

1. PennDOT will provide DVRPC with a financial report of federal obligations and state encumbrances which DVRPC will post on the DVRPC TIP website. PennDOT will identify the funding target for the current fiscal year as soon as possible after the federal government establishes the obligation limits for that year. This target amount will be based on the region's allocation of programmed Base Funds as agreed to in the Statewide Financial Guidance for the TIP, factored by the ratio of the state's total obligation limit to total authorized funds for all base funding categories.
 - a. PennDOT will provide DVRPC with a quarterly and annual report comparing the programmed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar annual report comparing the programmed amount with the actual amount of funds secured under grants.
 - b. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.
 - c. DVRPC will post the Obligation/Encumbrance information on its website.
2. PennDOT and SEPTA will provide DVRPC with annual Performance Measure reports.
3. The STIP/TIP Financial Report provided by PennDOT to FHWA/FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a statewide and Planning Partner Basis. A summary report detailing this information will be provided to DVRPC 30 days after the end of the federal fiscal year.
4. PennDOT and SEPTA will provide DVRPC with their annual list of obligated projects in order for DVRPC to post the reports online as required by federal law within 90 day of the end of the federal fiscal year.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Pennsylvania Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP).



**Executive Director,
for DVRPC**

Date 8/3/22

Larry S. Shifflet

**Deputy Secretary,
for PennDOT**

Date 8-4-2022



**General Manager,
for SEPTA**

Date 8.3.22

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD MEETING

JULY 9, 2024

Agenda Item:

6. DVRPC Self-Certification of the Metropolitan Transportation Planning and Programming Process

Background:

Federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concurrent with the submittal of the proposed Transportation Improvement Program (TIP) to the FHWA and FTA, that its transportation planning and programming process is being conducted in accordance with all applicable federal laws and regulations.

The Infrastructure Investment and Jobs Act (IIJA), which reauthorizes the nation's surface transportation legislation (as well as other infrastructure) was signed into law November 15, 2021, but new regulations and guidance for MPOs' self-certification process are not yet available. DVRPC will continue to follow the current 23 CFR 450 Planning Regulations and FAST Act guidelines until such time as new guidance from the IIJA becomes available.

The regulations list specific requirements, which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.
2. The transportation planning process, including the adoption of the TIP and Long-Range Plan (LRP), is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.

3. Individuals, affected public agencies, representatives of transportation agency employees, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators and employer-based commuting programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties were provided with reasonable opportunities to be involved in the metropolitan transportation planning process.

4. The TIP is financially constrained 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.

5. The Congestion Management Process (CMP) requirements for non-attainment Transportation Management Areas have been met.

6. A performance-based planning approach to transportation decision making is integrated into the development of the LRP, TIP, CMP, and other appropriate regional planning documents through coordination with state and federal partners to fulfill Transportation Performance Management requirements, including tracking performance measures, setting data-driven targets for each measure, selecting projects to help meet those targets, and describing the anticipated effect toward achieving the established performance targets.

7. A Coordinated Public Transit-Human Services Transportation Plan has been jointly developed by DVRPC and its state, county, and transit agency partners who periodically convene to maintain and update the plan.

8. DVRPC continues to work with its planning partners to address all ten Planning Factors under 405.306(b).

9. The provision of 49 CFR part 20 regarding restrictions on certain influencing activities has been met.

10. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients.

11. Environmental Justice analysis for low income and minority populations is being included in the regional transportation planning process, including the LRP and TIP.

12. DVRPC's programs are conducted consistent with regulations regarding disadvantaged business enterprise programs; along with 49 U.S.C. 5332, which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

13. The Americans with Disabilities Act of 1990 and US DOT regulations entitled Transportation for Individuals with Disabilities, and Section 504 of the Rehabilitation Act of 1973; 49 CFR Parts 27, 37, and 38, the Older Americans Act, prohibiting discrimination on the basis of age; and Section 324 of Title 23 U.S.C. prohibiting discrimination based on gender have all been met.

14. DVRPC provides services to those with Limited English Proficiency (LEP) so persons can have meaningful access to the Commission's services.

15. DVRPC's four-year Federal Certification Review was conducted by FTA and FHWA in October 2022 and resulted in several Commendations and Recommendations, and no Corrective Actions.

16. Regarding transit agency representation on MPO policy boards, 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 the RTC and continue to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item.

17. DVRPC certifies that it qualifies for this exception by meeting the particular specifications which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991.

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC meeting.

Staff – Recommends approval.

Action Proposed:

Recommend that the DVRPC Board certifies that the DVRPC Metropolitan Transportation Planning and Programming Process is in conformance with federal regulations implementing the IIJA, FAST Act, MAP-21, the Clean Air Act Amendments, and other federal legislation and Executive Orders, and approves Resolution No. B-FY25-004.

Attachments:

Resolution No. B-FY25-004

RESOLUTION No. B-FY25-004

by the Board of the Delaware Valley Regional Planning Commission (DVRPC)

**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 Section 134 and 49 U.S.C. Section 5303, requires the Metropolitan Planning Organization (MPO) to certify, concurrent with the submittal of the Transportation Improvement Program (TIP), that its transportation planning and programming process is in conformance with all applicable federal laws and regulations; and

WHEREAS, the Federal Planning and Programming Regulations (23 U.S.C. 134 (c)(3)) which require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process have been met; and

WHEREAS, in nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 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 aforementioned implementation plan, have been met; and

WHEREAS, individuals, affected public agencies, representatives of transportation agency employees, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators and employer-based commuting programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties were provided with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, the TIP has been financially constrained as required by 23 CFR 450.326(j) of the Planning Regulations and FTA policy on the documentation of financial capacity published in FTA Circular 7008.1A and it 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 DVRPC 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 have been met; and

WHEREAS, 23 U.S.C. 150, 23 CFR Part 450 and 49 CFR part 613 requires MPO's to establish and use a performance-based approach to transportation decision making, DVRPC continues to work with its partners to integrate 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, 49 U.S.C. 5310 and FTA C 9070.1G require the collaborative development of a Coordinated Public Transit-Human Services Transportation Plan (CHSTP) which follows the update cycle of the metropolitan long-range plan, and DVRPC's state, county, and transit agency partners rely on DVRPC as the steward of the Coordinated Plan for our region, and the Coordinated Plan of record for our Pennsylvania counties, DVRPC convenes our partners to maintain an updated plan (currently titled Equity Through Access) on the required cycle; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (PL 114-94), of December 4, 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 continues to work with its partners to incorporate these newest factors into the planning process while continuing to incorporate all ten Planning Factors into the planning process; and

WHEREAS, the provision of 49 CFR Part 20 regarding restrictions on lobbying – that no Federal appropriated funds have been paid or will be paid, by or on behalf of the commission – have been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. § 2000d-1), Non-discrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (49 CFR Part 21), U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964 (28 C.F.R. section 50.3), and the Title VI assurances executed by each state under 23 U.S.C. Section 324 and under 29 U.S.C. 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, all activities are carried out in accordance with 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; and

WHEREAS, all activities are carried out in accordance with the provisions of the Americans with Disabilities Acts of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38, the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age; Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, all activities are carried out in accordance with Section 1101(b) of the FAST Act (Pub. L.114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects; and

WHEREAS, all activities are carried out in accordance with 23 CFR Part 230 and 49 CFR Part 21 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highways construction contracts; and

WHEREAS, the Commission has developed and implemented a system to provide services to those with Limited English Proficiency (LEP) so persons can have meaningful access to the Commission's services as required by Executive Order #13166 (Improving Access to Services for Persons with Limited English Proficiency) are being addressed; and

WHEREAS, on October 12-13, 2022, FTA and FHWA conducted the four-year Federal Certification Review of DVRPC's metropolitan transportation planning process for the Philadelphia urbanized area, and certified DVRPC's process; 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, continuing to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item; 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 residents and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with 23 CFR 450.336, 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 or underserved, 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.

Adopted this 25th day of July 2024 by the
Board of the Delaware Valley Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY25-004

Renee Wise, Recording Secretary

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

July 9, 2024

Agenda Item:

7. DVRPC FY 2025 Work Program Amendments - NJDOT Unobligated PL Funds - Amendments to Existing Projects

Background/Analysis/Issues:

In Spring 2024, NJDOT engaged each of the New Jersey MPOs (DVRPC, NJTPA, SJTPO) in conversations about ways to obligate previously unallocated FHWA and FTA Metropolitan Planning (PL) funds. NJDOT needs to authorize these funds for obligation by the end of the current federal fiscal year on 9/30/2024. This funding type is one of the common sources of funding to/through MPOs for transportation planning activities, and eligibility is open to most types of work customarily funded through DVRPC's UPWP. Following a series of iterative conversations among the three New Jersey MPOs and with NJDOT, and per correspondence from NJDOT on June 20, 2024, DVRPC will receive \$1,190,416 for our region, and also administer \$700,000 in funds approved for the SJTPO region, which we propose to allocate among three new projects (\$1,240,416), and four existing projects and programs (\$650,000). This action is to make three proposed changes to existing projects and programs in DVRPC's FY2025 UPWP. There is an additional program budget change outside the UPWP which we are documenting here- no action is required.

- **25-33-160 - Rethinking Parking Requirements Toward More Effective Standards and Management (add \$100,000)**

This project will outline the potential economic, social, and environmental benefits that may result from more effective parking standards and management. It will describe alternatives to the use of generic minimum parking requirements and provide examples of successful implementation for use by local governments. Previously this project was supported with only Pennsylvania funds; these additional funds will permit a fully regional project.

- **25-33-180 - Regional Affordable and Accessible Housing (add \$100,000)**

This project will contribute to the creation of a statewide Zoning Atlas for New Jersey, focusing on the four counties in the DVRPC region. This additional funding will provide additional support for creation of the zoning atlas, along with continuing the existing affordable housing initiatives underway.

- **25-52-160 - Supporting Communities Program (add \$170,000)**
DVRPC's Supporting Communities Program conducts an iterative sequence of outreach, project development, and technical assistance work to elevate and help deliver transportation improvements that benefit and respond to the stated preferences of residents in historically disadvantaged communities. This project previously had only a small amount of New Jersey funding allocated, and these additional funds will support our work for New Jersey communities, and also allow for more conversations with municipal partners and more robust technical assistance for additional Tier 3 communities in FY2025.
- **Supplemental Funding to New Jersey TMAs for FY2025 (NJDOT will add \$280,000 to NJTPA's statewide program, to be allocated to DVRPC's TMAs— No DVRPC action is required; this note documents the change)**
DVRPC has had recent conversations with our two New Jersey TMAs (Cross County Connection TMA and Greater Mercer TMA) and our New Jersey county partners about ways to provide increased operating support to those TMAs through the statewide TMA program, which NJTPA administers. These additional funds will be allocated proportionally to both TMAs based on their existing allocations, and will bring them approximately to the level of increase for FY2025 which other TMAs in New Jersey received through NJTPA. DVRPC will engage our county partners this Fall as part of the New Jersey TIP update on ways to structure a permanent increase in funding, beyond this one year of additional funds. NJTPA will amend their UPWP to receive these additional funds, apportioned from DVRPC's allocation of statewide unallocated PL funds.

Cost and Source of Funds:

New Jersey FHWA and FTA Metropolitan Planning (PL) funds - \$650,000

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends that the Board amend the FY25 UPWP to adjust the scopes and budgets for projects

- 25-33-160 - Rethinking Parking Requirements Toward More Effective Standards and Management (add \$100,000)
- 25-33-180 - Regional Affordable and Accessible Housing (add \$100,000)
- 25-52-160 - Supporting Communities Program (add \$170,000)

Attachments:

- 1) 25.33.160 - Rethinking Parking Requirements Toward More Effective Standards and Management FY2025 updated work program description
- 2) 25.33.180 - Regional Affordable and Accessible Housing FY2025 updated work program description
- 3) 25.52.160 - Supporting Communities Program FY2025 updated work program description

PROJECT: 25-33-160 **Rethinking Parking Requirements Toward More Effective Standards and Management**

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Andrew Svekla

Project Manager(s): Derek Lombardi

Supports LRP Goals: 

Goals:

This project will outline the potential economic, social, and environmental benefits that may result from more effective parking standards and management. It will describe alternatives to the use of generic minimum parking requirements and provide examples of successful implementation for use by local governments from the region.

This project supports PennDOT's Planning Priorities of "Land Use / Transportation Linkages/Economic Development/Modernization," specifically "(B) to provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, access management, transit oriented development, healthy communities, etc.," and "(E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation."

This project supports NJDOT's planning priorities of promoting interagency cooperation, supporting community livability through integrated transportation and land use planning, maximizing the efficiency of the transportation system and built environment, and assisting NJDOT's Transit Village Initiative with smart growth strategies and tools.

Description:

Minimum parking requirements have been commonplace in cities and towns since the middle of the 20th century and are typically part of a municipality's zoning code. They are used to dictate how much parking must be provided for various types of land uses and are often based on the standards set by the Institute of Transportation Engineers (ITE). However, in recent years, there is a growing recognition that minimum parking requirements often result in the creation of excess parking that consumes land and resources, drives up the cost of housing, exacerbates the impacts of climate change and weather events, and degrades water quality. Furthermore, parking minimum requirements deter compact, mixed-use, and transit-oriented development; and can make driving the only viable mode of transportation, often frustrating municipal ambitions of promoting multimodal transportation and easing congestion. Parking reform is a key component of sustainable transportation management and revising parking standards is one of the most holistic ways that communities in Greater Philadelphia can implement the transportation, community, environmental, and economic goals identified in Connections 2050. Staff will research the ways in which parking demand is shifting throughout the region due to a variety of economic and social forces, including the rise of e-commerce and remote work, and provide resources

that municipalities can use to create more accurate and flexible standards. This project will help facilitate the creation of context-sensitive parking requirements for different types of development based on a variety of factors, including the local transportation network, community form, population and development density, and municipal objectives. Staff will also provide an updated overview of other parking management strategies that local governments can use in coordination with revised parking standards to comprehensively address the overall parking needs in their communities.

Tasks:

1. Research best practices in parking management, including the elimination or reduction of minimum parking requirements.
2. Gather data on changes in parking utilization being observed around the region.
3. Outline parking policies that will help communities better meet parking demand while also supporting economic, social, and environmental goals.

Products:

1. Report summarizing forces that are altering demand for parking and strategies that local governments can use to create more effective parking requirements.

Beneficiaries:

Member governments, DOTs, transit agencies, private sector, and nonprofits.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	\$250,000				\$250,000

Other Funding Details:

PennDOT Connects \$150,000 NJDOT Supplemental FHWA PL Funds \$100,000

PROJECT: 25-33-180 Regional Affordable and Accessible Housing

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Andrew Svekla

Project Manager(s): Derek Lombardi, Karin Morris, Spencer Gober

Supports LRP Goals: 

Goals:

This project strives to evaluate and refine strategies to equitably promote housing options that are affordable, accessible, and sustainable to support and implement Connections 2050 and support goals outlined in the Bipartisan Infrastructure Bill (BIL).

This project supports PennDOT's Planning Priorities of "Land Use / Transportation Linkages/Economic Development/Modernization," specifically to "identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as; access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation," and to "provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders," on topics such as smart growth, complete streets, implementation tools, transit-oriented development, and healthy communities.

This project supports NJDOT's planning priorities of promoting interagency cooperation, supporting community livability through integrated transportation and land use planning, and maximizing the efficiency of the transportation system. This project seeks to help New Jersey communities achieve the goal of providing adequate housing at a reasonable cost as described in the New Jersey State Development and Redevelopment Plan.

Description:

Staff will conduct research, analyze data, and engage stakeholders to diagnose and understand the housing affordability and accessibility challenges facing communities. This work includes assessing the housing needs of the region and inventorying a broad array of strategies and policies that local governments can implement to enhance the supply and variety of housing options within their communities. Staff will continue to participate in idea and data sharing through meetings of the Philadelphia Housing Research Working Group, comprised of state, city, and nonprofit housing organizations working toward the same goals.

Staff will collaborate with national organizations and contribute to the creation of a statewide Zoning Atlas for New Jersey. (PA counties to be completed through effort by Cornell University) Working with NJ's two other MPOs, staff will process zoning information for municipalities in Burlington, Camden, Gloucester, and Mercer counties to provide an understanding of where and how much housing can be built on each lot through use and density restrictions. Due to home rule, local zoning has a powerful

impact on housing supply and costs, transportation, education, and other quality of life determinants.

Completion of this project may require the purchase of equipment or services.

Tasks:

1. Conduct research on specific housing policy topics of interest to our planning partners.
2. Collaborate with NJ MPOs on development of statewide zoning analysis.
3. Conduct zoning code and geospatial analysis for municipalities in Burlington, Camden, Gloucester, and Mercer counties.
4. Participate in idea and data sharing with housing working groups and other stakeholders, as requested.

Products:

1. Centralized web product depicting key aspects of zoning codes for municipalities located in the New Jersey portion of the DVRPC region.
2. Memos, digital products, and presentations for and to stakeholders evaluating various housing policy issues and strategies.

Beneficiaries:

Member governments, DOTs, transit agencies, private sector, and nonprofit organizations

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$210,000	\$156,884	\$53,116		
2025	\$320,000	\$158,601	\$61,399		\$100,000

Other Funding Details:

NJDOT Supplemental FHWA PL Funds

PROJECT: 25-52-160 **Supporting Communities Program**

Responsible Agency: Delaware Valley Regional Planning Commission
Program Coordinator: Gregory Krykewycz
Project Manager(s): Alyson Dressman, Jesse Buerk, Shoshana Akins, Thomas Stead
Supports LRP Goals: 

Goals:

Conduct analysis and outreach work at various scales to identify, develop, and program transportation projects which are suitable for available federal funding, consistent with regional planning principles, and which would particularly benefit historically marginalized communities.

Description:

The purpose of our Supporting Communities program is to make DVRPC's transportation planning processes and project programming responsibilities more responsive to the wants and needs of disadvantaged communities, on an ongoing basis. We will do this by:

- Listening to community residents' and leaders' preferences and needs for transportation improvements, in collaboration with trusted local partners.
- Developing planning or capital projects based on what we hear from residents and local leaders, and informed by relevant transportation data (such as asset condition or crash history) as appropriate.
- Following through on those projects by providing assistance to deliver them through available funding programs.
- Adapting what we learn through these targeted efforts with specific communities, to benefit other communities across our full portfolio of work.

DVRPC's Supporting Communities program was established in FY2024, and consists of three levels or Tiers of work: Tier 1 listening sessions, to understand the transportation preferences and priorities of communities we have not heard from before; Tier 2 concept development, to turn that listening session feedback into achievable projects; and Tier 3 project delivery, to follow through on those projects by connecting them with established grant or program pipelines for design and construction funding. We anticipate this structure will continue to evolve in FY2025, advancing and following through on FY2024 priorities, and hearing from new communities entering the Supporting Communities pipeline.

Tasks:

1. Reconvene advisory committee (DVRPC member county, member city, state DOT, federal, and transit agency partners) to review program accomplishments in FY2024, discuss status of projects under development, and consider new communities for outreach in FY2025.
2. In partnership with community partners, conduct Tier 1 "Listen" outreach with approximately three to four new communities in FY2025, including focus group(s) and interviews with community leaders, as appropriate.
3. Conduct briefing workshops with each of FY2024's Tier 1 communities (Kennett Square, Warminster, and Woodbury) to highlight interview and focus group feedback for municipal and county partners,

and work together to develop initial ideas for ways to respond to that input through programs or projects.

4. Work with county and municipal partners to develop achievable project concepts (Tier 2) to benefit approximately three communities, drawing on what we heard from Tier 1 listening sessions in FY2024.
5. Work with county and municipal partners to advance FY2024's Tier 2 project concepts toward implementation, via grant or programming pipelines. This could include application development for competitive funding programs.
6. Continue working with Tier 3 communities from FY2024 (2 in New Jersey and 1 in PA) to advance concepts discussed during FY2024.
7. Consider other opportunities to assist qualifying disadvantaged communities with discrete project needs, wherever possible and as capacity permits.
8. Continue to evaluate program structure and achievements on an ongoing basis, adjusting approach as necessary and seeking ways to apply Supporting Communities principles to other DVRPC workflows.

Products:

Meeting notes; survey, focus group, and/or interview findings; maps, memos, or diagrams illustrating project concepts; applications for competitive grant programs.

Beneficiaries:

DVRPC member counties and cities, local municipalities, local nongovernmental organizations, regional residents and workers, particularly of historically marginalized communities.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	\$420,000	\$50,000			\$370,000

Other Funding Details:

PennDOT Connects \$200,000 NJDOT FHWA Supplemental PL \$170,000

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**DELAWARE VALLEY REGIONAL PLANNING COMMISSION****July 9, 2024****Agenda Item:****8. DVRPC FY 2025 Work Program Amendments - NJDOT Unobligated PL Funds - New Projects****Background/Analysis/Issues:**

In Spring 2024, NJDOT engaged each of the New Jersey MPOs (DVRPC, NJTPA, SJTPO) in conversations about ways to obligate previously unallocated FHWA and FTA Metropolitan Planning (PL) funds. NJDOT needs to authorize these funds for obligation by the end of the current federal fiscal year on 9/30/2024. This funding type is one of the common sources of funding to/through MPOs for transportation planning activities, and eligibility is open to most types of work customarily funded through DVRPC's UPWP. Following a series of iterative conversations among the three New Jersey MPOs and with NJDOT, and per correspondence from NJDOT on June 20, 2024, DVRPC will receive \$1,190,416 for our region, and also administer \$700,000 in funds approved for SJTPO's region, which we propose to allocate among three new projects (\$1,240,416), and four existing projects and programs (\$650,000). This action is to address the three proposed new projects:

- **25-33-210 - Transportation Analysis for New Jersey Economic and Workforce Development (2 years) (\$245,416)**

This project will augment economic development/transportation access initiatives in New Jersey and support a variety of efforts, including promoting multimodal access to tourist destinations, including in anticipation of America 250 events; conducting more warehouse re-use analyses focused on access needs and transportation planning implications across various candidate uses, building on efforts started in FY2024; and supplementing the existing Workforce to Warehouses Shuttle Study (25-63-025) to extend analysis and planning beyond greater Mercer County, and evaluate policy/funding options for new ways to support services.

- **25-34-210 - 2025 On-Board and Household Household Travel Surveys - SJTPO Region (3 years) (\$825,000)**

Beginning in FY2025, DVRPC will undertake a three-year, \$4.5 million regional project to conduct a new Household Travel Survey (HTS) and comprehensive transit passenger survey, funded through the Pennsylvania and New Jersey TIPs. This project will allow DVRPC to incorporate the SJTPO region into our project, with efficiencies for both regions. This project will cover planning, design, RFP & consultant selection, contract administration, oversight, and additional tasks as appropriate. \$700,000 of the proposed budget will come from SJTPO's allocation of PL funds, and be available for the contractor(s) to conduct the survey. \$125,000 is from DVRPC's allocation, and will support our added effort to administer this work on behalf of SJTPO. SJTPO will be responsible for the review and editing of consultant produced reports and memos for the SJTPO region.

- **25-34-220 - Software Development and Improvement for TIP Administration (4 years) (\$170,000)**

Maintaining and administering the TIP in New Jersey and Pennsylvania is an increasingly complex, challenging, and time-consuming endeavor. This project supports the acquisition and process changes to support the use of EcoInteractive, a suite of software designed for the unique needs of transportation capital planning and programming. The tool will have several collaborative features, including a Call for Projects module that will streamline the process for competitive project solicitations, such as CMAQ, as well as for soliciting candidate projects during TIP updates. The software will result in time savings for staff and project sponsors/planning partners that will allow for more capacity to be dedicated to collaboration with county partners. It will also make it easier to track how projects align with the Long-Range Plan, CMP, and federal Transportation Performance Management performance measure targets.

Cost and Source of Funds:

New Jersey FHWA and FTA Metropolitan Planning (PL) funds - \$1,240,416

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC meeting.

Staff – Recommends approval

Action Proposed:

The Regional Technical Committee recommends that the Board amend the FY25 UPWP to add projects:

- 25-33-210 - Transportation Analysis for NJ Economic and Workforce Development (2 years) (\$245,416)
- 25-34-210 - 2025 On-Board and Household Household Travel Surveys - SJTPO Region (3 years) (\$825,000)
- 25-34-220 - Software Development and Improvement for TIP Administration (4 years) (\$170,000)

Attachments:

- 1) 25-33-210 - Transportation Analysis for NJ Economic and Workforce Development
FY2025 Work Program Description
- 2) 25-34-210 - 2025 On-Board and Household Household Travel Surveys - SJTPO
FY2025 Work Program Description
- 3) 25-34-220 - Software Development and Improvement for TIP Administration
FY2025 Work Program Description

PROJECT: 25-33-210 **Transportation Analysis for NJ Economic and Workforce Development (2 years)**

Responsible Agency: Delaware Valley Regional Planning Commission
Program Coordinator: Karen Cilurso
Project Manager(s): Christopher Mulroy, Gregory Krykewycz, Spencer Gober
Supports LRP Goals: 

Goals:

This project addresses planning priorities identified in the Infrastructure Investment and Jobs Act (IIJA), specifically supporting the economic vitality of the four New Jersey counties by promoting consistency between transportation improvements and state and local planned growth and economic development initiatives; improving the regional freight network to expand access to national and international trade markets; supporting local and regional economic development; and linking jobs and housing.

This project supports NJDOT's alignment with the NJ State Strategic Plan, whose vision is for sustainable physical economic development. Additionally, this project supports NJDOT's priorities by collaborating with willing county and municipal partners for the integration of transportation and land use to promote community livability and vitality.

Description:

Reliable transportation fosters an economically competitive region by ensuring the mobility of people to jobs. Tasks outlined include looking at enhancing access to tourist destinations and employment centers and understanding the long term implications of community development around retail and warehousing.

Multi-Modal Access to Tourist destinations will evaluate the relationship between tourist destinations and multi modal access. Staff will evaluate existing access and work with stakeholders to provide connections in anticipation of the America250 celebrations.

Warehouse Reuse Analysis will provide a better understanding of warehouse siting and transportation implications. Staff will conduct a regional assessment of warehouse locations to understand what transportation options are available to these locations. Building from the Comprehensive Economic Development Strategy, staff will conduct an analysis of the employment types available from the warehousing industry and future implications given economic trends.

This project will also supplement the scope and budget for the FY2025 Workforce to Warehouses Shuttles Study (25-63-025), and allow that project to expand its study area to include all four of our New Jersey counties. This additional capacity will also support a peer region practice scan to identify potential ways to fund shuttle and other lifeline transportation job access solutions, that have not yet been deployed in our region.

Tasks:

1. Work with regional tourism stakeholders and transportation providers to enhance multi-modal access to destinations through out the region.
2. Collaborate with NJ stakeholders to address transportation needs for upcoming America250 events and beyond.
3. Understand warehouse siting in the four NJ counties and conduct warehouse re-use analyses and scenarios that consider patterns of access demands and individual market areas.
4. Provide capacity to supplement the Workforce to Warehouses Shuttles Study (25-63-025), allowing that project to consider all four NJ counties and also include a peer region practice assessment for new funding possibilities for service.

Products:

1. Meeting highlights and web content.
2. Reports, memos, maps, and other deliverables, as appropriate.

Beneficiaries:

Burlington, Camden, Gloucester, Mercer counties.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	\$245,416				\$245,416

Other Funding Details:

NJDOT Supplemental FHWA PL Funds

PROJECT: 25-34-210 2025 Household Travel Survey - SJTPO Region (3 years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Matthew Gates

Project Manager(s): Brad Lane, Fang Yuan

Supports LRP Goals: 

Goals:

Support the economic vitality of the region; improve accessibility and equity; enhance connectivity between modes; promote the efficient management and operation of the transportation system; and support the development and use of transportation, air quality, economic development, and land use models by collecting data on the systems users and their travel-related behavior.

Description:

Household Travel Surveys are necessary both to understand the travel behavior of a region's residents and workers, and also to build and validate travel models that reflect that behavior. They provide up-to-date trip and tour rates by purpose and household or person type; insights into the interactions between transportation and land use; origin, destination, and trip length frequency data; detailed statistics on the factors that affect mode choice and transit ridership; and information on how auto operating costs, tolls, fares, and parking charges impact the transportation system. As the COVID pandemic recedes, several structural changes that impact trip making behavior and the transportation system are likely to endure, including a greater propensity to work-from-home, a greater reliance on E-commerce, and less of a traditional downtown/CBD focus for work trips. Long-term impacts to transit ridership and trip rates by purpose and time-of-day are less well understood.

Planning for new federal, state, and local transportation policies and programs would also benefit from new survey data. These include the federal Carbon Reduction Program and Justice40 Initiative, expanded efforts to improve equity through transportation projects, and Vision Zero programs to improve safety. All of these are likely to lead to changes in the types and locations of transportation programs and projects that are pursued over the next several decades. Accurate, up-to-date data on the characteristics of the users of the system and how they use the system will be essential to forecast the impacts of these projects, and to plan for their implementation.

There are several new and emerging technologies that may offer significant benefits over traditional pen and paper surveys in terms of easier facilitation and implementation of the data collection process, higher survey response rates, and more accurate survey results. These include the use of smartphone applications and tracking devices by survey respondents, purchasing cell phone location data from Location Based Service (LBS) vendors, purchasing add-on surveys to the National Household Travel Survey (NHTS) program, and mining SEPTA Key data. It is anticipated that the most effective and efficient data collection program will combine elements of these programs with traditional survey diaries and on-board interviews.

In FY2024, DVRPC, with consultant assistance, developed data collection plans for a Household Travel Survey for its region. This project extend those plans to the SJTPO region and implement those plans. Survey data will be collected, tabulated, cleaned, processed and analyzed over the course of three fiscal years. Working with SJTPO, DVRPC will draft and release an RFP for householdl survey data collection, evaluate and rank the proposals, and hire a consultant to perform data collection. Data collection will begin in FY2025 - pilot surveys targeting small segments of the population will be used to test the survey questions and methodology, and determine if any adjustments or refinements need to be made before official launch. Once the Household Travel survey is underway, DVRPC will monitor and supervise data collection and perform other administrative tasks as needed. Data collection will continue throughout FY2026 and FY2027. The project will culminate in FY2027 with delivery of cleaned and processed databases. Following delivery of the databases, the final tasks will be divided between DVRPC and the consultants in an as yet to be determined way, and will include geocoding survey responses, survey expansion, summarizing the results, and writing the technical reports documenting the survey methodologies and results.

This project will require the purchase of goods and/or services including any/all of the following: Hiring consultants, hiring temp agency workers, purchasing NHTS add-on data, purchasing cell phone location data from LBS vendors.

Tasks:

1. Create steering committee to evaluate and rank proposals.
2. Draft RFP for Household Travel Survey data collection.
3. Review, evaluate, and rank consultant proposals for Household Travel Survey data collection.
4. Hire consultant team for Household Travel Survey data collection.
5. Monitor and supervise data collection for Household Travel survey.
6. Review consultants' work products.
7. Expand Household Travel Survey to represent regional universe of households.
8. Write technical report documenting Household Travel Survey methodology and results.

Products:

1. Household Travel Survey database.
2. Expansion factors for Household Travel Survey.
3. Technical Memo documenting methodology and results.

Beneficiaries:

SJTPO; NJDOT; NJ Transit; Atlantic, Cape May, Cumberland, and Salem counties.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	\$825,000				\$825,000

Other Funding Details:

NJDOT Supplemental FHWA and FTA PL Funds

PROJECT: 25-34-220 Software development and improvement for TIP administration (4 years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Jesse Buerk

Project Manager(s): Richard Murphy

Goals:

To streamline the management of Transportation Improvement Programs (TIPs) in New Jersey and Pennsylvania through the implementation of the Eco-Interactive software tool, enhancing efficiency and collaboration, enabling new tracking and search capabilities, and ensuring compliance with evolving federal transportation regulations.

Description:

This project involves the acquisition and implementation of the Eco-Interactive software suite, designed specifically for transportation capital planning. The primary objective is to significantly reduce the time and effort required to process administrative and formal TIP actions, thereby increasing staff capacity for collaborative efforts with county partners.

In addition to tools to help manage modifications to the TIP, the Eco-Interactive tool features a Call for Projects module that will streamline the solicitation process for candidate projects during TIP updates and competitive project solicitations such as the Congestion Mitigation and Air Quality (CMAQ) program. Additionally, the software facilitates tracking of project alignment with the Long-Range Plan (LRP), Congestion Management Process (CMP), and federal performance targets, and allows for comprehensive tracking of projects over time across multiple TIPs.

This software purchase will be supplemented on the Pennsylvania side by funding from the TIP program area in the FY 2025 Work Program (25-34-080).

Tasks:

1. Software Acquisition and Setup

- Finalize procurement and installation of the Eco-Interactive software suite.
- Configure software to meet the specific needs of TIP management for New Jersey and Pennsylvania.

2. Data Integration

- Integrate existing TIP data for both NJ and PA into the Eco-Interactive platform.
- Work with Eco-Interactive to improve data schema by removing outdated fields, creating consistency between NJ and PA TIPs, and adding fields as necessary.

3. Internal Training and Capacity Building

- Provide comprehensive training for staff on the use of Eco-Interactive.
- Revise internal processes to take advantage of efficiencies created by the tool.
- Develop user guides and support materials to ensure smooth adoption.

4. Implement Call for Projects

- Utilize the software’s Call for Projects module to streamline the solicitation process.
- Implement tracking mechanisms for project alignment with LRP, CMP, and federal performance targets.

5. Collaboration and Stakeholder Engagement

- Facilitate collaborative features within the tool to enhance communication with county partners and other stakeholders.
- Train partners on the tool as appropriate to enable streamlined collaboration.
- Organize presentations and demonstrations of the tool’s capabilities to stakeholders.

6. Monitoring and Evaluation

- Establish a monitoring framework to assess the software’s impact on TIP management efficiency.
- Collect feedback from users and stakeholders to refine processes and improve functionality.
- Continue to work with Eco-Interactive support staff to make process improvements.

Products:

Fully operational software suite tailored for TIP management

Beneficiaries:

1. County Partners and Stakeholders

- Improved access to information and streamlined processes for project solicitation and tracking.
- Enhanced collaboration and communication facilitated by the software’s features.

2. Federal Regulatory Agencies

- Ensured compliance with federal transportation regulations through timely and accurate reporting.

3. DVRPC Staff

- Increased efficiency and reduced duplication of efforts in TIP management.
- Enhanced ability to focus on strategic collaboration and planning activities.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	\$170,000				\$170,000

Other Funding Details:

NJDOT Supplemental FHWA PL Funds

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JULY 9, 2024

Agenda Item:

9. DVRPC FY 2025 Work Program Amendment: Technical Assistance Funding to Support the PA Transportation Alternatives Set-Aside Program

Background/Analysis/Issues:

The IIJA allows 5% of statewide Transportation Alternatives Set-Aside (TASA) funding to be dedicated to providing technical assistance (TA) for TASA projects. DVRPC recognizes the importance, value and need for more TA to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit; and to effectively manage projects post-award.

DVRPC coordinated with southeastern Pennsylvania partners including PennDOT District 6 and Bucks, Chester, Delaware, Montgomery and Philadelphia counties to identify an appropriate strategy for technical assistance for TASA for our region. This strategy requests \$450,000 per year from PennDOT's statewide allocation of TASA funds to support an on-retainer consultant for TASA engineering and planning services and to maintain an additional Project Implementation Engineer, for these tasks:

1. **Consultant on Retainer** for TASA engineering and planning services for pre-design activities (ROW, environmental clearances, developing credible cost estimates) to get good projects across the region ready for applications. Activities could include, but are not limited to:

- Development of detail cost estimates
- ROW deed or title investigations to support project sponsor ROW negotiations.
- Detailed environmental input pertaining to Historic Properties, Permitting, Archeology, or any NEPA support.
- Marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.

2. DVRPC Project Implementation Engineer to be part of the Project Implementation team. Maintaining an additional Project Implementation Engineer team member will allow the team to expand their work with project sponsors to develop stronger projects up front, provide attention and assistance to Justice40 communities, and to manage post grant awards. Specifically, the funding will support these TASA tasks:

- Coordinate with partners across the region to identify good projects to advance, with a particular focus on Justice40 communities
- Assist with the marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.
- Work with DVRPC staff and County Planners to identify specific TASA projects in our region to support TASA applications.
- Meet with potential project sponsors in our region to ensure compliance with Justice40.
- Help project sponsors understand and strategize for funding the pre-construction phases of the design development process.
- Identify and revise project scope as needed in order to advance through the requirements for PennDOT's Policies and Procedures.
- Support the advancement of projects and project concepts by local project sponsors to submit applications to the TASA funding cycle
- Help sponsors follow federal rules and delivery requirements post award
- Craft an RFP, conduct a competitive solicitation process, procure the consultant, and administer the contract
- Oversee the consultant's milestones and deliverables
- Help interface between the consultant and project sponsors, prioritize needed tasks, and convene regular progress meetings

Cost and Source of Funds:

Total costs for funding a Project Implementation Engineer and maintaining a consultant on retainer are \$450,000 per year, for a second year.

- \$225,000/year will go to DVRPC to support the Project Implementation Team, including an additional Project Implementation Engineer, to support other DVRPC staff that work on the TASA program, and to support administration and management of the consultant on retainer.
- \$225,000/year will go to the consultant on retainer.

Source of funds - PennDOT Statewide TASA program

Date Action Required:

July 9, 2024

Recommendations:

Staff – Recommends approval

Action Proposed:

That the RTC recommend Board approval of the FY25 UPWP amendment to accept the second year of \$450,000 in funding from PennDOT Central Office to support technical assistance for the TASA program for additional DVRPC staff support and to maintain a consultant on retainer for a second year.

Attachments:

- 1) Work Program Report

PROJECT: 25-52-180 **Technical Assistance Funding to Support the PA Transportation Alternatives Set-Aside Program**

Responsible Agency: Delaware Valley Regional Planning Commission
Program Coordinator: Ryan Gallagher
Project Manager(s): Joseph Banks, Joseph Natale, Shawn Megill Legendre

Goals:

To provide technical assistance (TA) to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit Trails; and to effectively manage projects post-award.

Description:

The IIJA allows 5% of statewide Transportation Alternatives Set-Aside (TASA) funding to be dedicated to providing technical assistance (TA) for TASA projects. DVRPC recognizes the importance, value and need for more TA to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit; and to effectively manage projects post-award. DVRPC coordinated with southeastern Pennsylvania partners including PennDOT District 6 and Bucks, Chester, Delaware, Montgomery and Philadelphia counties to identify an appropriate strategy for technical assistance for TASA for our region. This strategy will be supported by \$450,000 each year for FY2024 and FY2025 from PennDOT's statewide allocation of TASA funds to support a consultant for TASA engineering (pre-design) and planning services and to support work conducted by DVRPC project implementation engineers, for the tasks below.

Tasks:

1. Consultant for TASA engineering and planning services for pre-design activities (ROW, environmental clearances, developing credible cost estimates) to get good projects across the region ready for applications. Activities could include, but are not limited to:
 - Development of detailed cost estimates.
 - ROW deed or title investigations to support project sponsor ROW negotiations.
 - Detailed environmental input pertaining to Historic Properties, Permitting, Archeology, or any NEPA support.
 - Marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.
2. DVRPC's Project Implementation team will expand their work with project sponsors to develop stronger projects up front, provide attention and assistance to Justice40 communities, and to manage post grant awards. Specifically, this project will support these TASA tasks:
 - Coordinate with partners across the region to identify good projects to advance, with a particular focus on Justice40 communities.
 - Assist with the marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.

- Work with DVRPC staff and County Planners to identify specific TASA projects in our region to support TASA applications.
- Meet with potential project sponsors in our region to ensure compliance with Justice40.
- Help project sponsors understand and strategize for funding the pre-construction phases of the design development process.
- Identify and revise project scope as needed in order to advance through the requirements for PennDOT's Policies and Procedures.
- Support the advancement of projects and project concepts by local project sponsors to submit applications to the TASA funding cycle.
- Help sponsors follow federal rules and delivery requirements post award.
- Craft an RFP, conduct a competitive solicitation process, procure the consultant, and administer the contract.
- Oversee the consultant's milestones and deliverables.
- Help interface between the consultant and project sponsors, prioritize needed tasks, and convene regular progress meetings.

Products:

1. Marketing and outreach materials for the TASA program.
2. Lists of municipalities, including Justice40 communities, with candidate projects.
3. Support for project applications to the TASA program.
4. Materials needed for the procurement process to bring a consultant on retainer for TASA program assistance.
5. Meeting minutes from coordination with member governments and project sponsors.

Beneficiaries:

PennDOT, counties and municipalities in southeastern Pennsylvania, nonprofits with the mission to promote the Circuit, Title VI and environmental justice communities.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	\$450,000	0	0	0	\$450,000

Other Funding Details:

PA Transportation Alternatives Set Aside fund (TASA), MPMS # TBD

ACTION ITEM

Date Prepared: June 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JULY 9, 2024

Agenda Item:

10. DVRPC FY2025 Work Program Amendment: Bellwether District Transit & Traffic Forecasts

Background/Analysis/Issues:

Hilco Redevelopment Partners is in the process of creating the Bellwether District Project, which is a redevelopment of the former Philadelphia Energy Solutions Refinery site in Philadelphia, PA. The Bellwether District Project involves the transformation of the former refinery into a home for e-commerce, light industrial and manufacturing, research & development, and logistics uses.

DVRPC will provide transit and traffic forecasts to evaluate and improve accessibility of the site and develop transit and traffic alternatives to ensure multimodal access and mitigate adverse impacts to the surrounding network.

Cost and Source of Funds:

Up to \$235,800 from Hilco Redevelopment Partners

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend Board approval of the FY2025 Work Program Amendment to add the Bellwether District Transit & Traffic Forecasts

Staff Contact:

Matt Gates, Associate Director, Travel Trends and Forecasts

Attachments:

1) 25.34.230 - Bellwether District Transit & Traffic Forecasts FY2025 Work Program Description

Project 25.34.230: Bellwether District Transit & Traffic Forecasts

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Keith Hartington

Goal:

Prepare transit and traffic forecasts to assess the impacts of the proposed Bellwether District Redevelopment project and evaluate potential mitigation strategies.

Description:

Hilco Redevelopment Partners (HRP) specializes in acquiring and redeveloping complex industrial sites throughout North America. HRP is in the process of creating the Bellwether District Project, which is a redevelopment of the former Philadelphia Energy Solutions Refinery site located primarily at 3143 and 3144 Passyunk Avenue in Philadelphia. The Bellwether District Project involves the transformation of the former refinery into a home for e-commerce, light industrial and manufacturing, research & development, and logistics leaders.

The project master plan comprises two campuses: the Industrial/Logistics Campus, which is bordered by Passyunk Avenue (SR 3019) to the north, South 26th Street (SR 3003) to the east, Penrose Avenue (SR 0291) to the south, and the Schuylkill River to the west; and the Innovation Campus, which is bordered by Moore Street to the north, Vare Avenue and I-76 to the east, Passyunk Avenue (SR 3019) to the south, and the Schuylkill River to the west. The project will be developed in phases and is currently programmed through to 2037.

This study will provide transit and traffic forecasts to evaluate and improve accessibility of the site and develop transit and traffic alternatives to ensure multimodal access and mitigate adverse impacts to the surrounding network. It is anticipated that these will include bus route extensions, modifications, and new routes.

DVRPC Tasks:

1. Coordinate with Hilco Redevelopment Partners (HRP), their consultant (Pennoni Associates), SEPTA, PennDOT, and the City of Philadelphia on transit and traffic data, land use and transportation network details, and traffic forecast needs.
2. Attend steering committee meetings as needed.
3. Assemble existing daily traffic counts in the study area for model calibration and review and/or balance peak hour intersection turning movement counts provided by Pennoni.
4. Prepare the TIM 2.5.1 travel demand model for the study area, split traffic analysis zones (TAZs) as needed, and calibrate the model to the base year conditions.
5. Convert the Bellwether District's Master Plan to TIM2.5.1 format by TAZ and update DVRPC's socioeconomic forecasts in the study area to include proposed development.

6. Code and run TIM2.5.1 for 2026 and 2037 analysis years with SEPTA's Bus Revolution transit routes.
7. Prepare transit ridership forecasts by time-of-day.
8. Prepare transit ridership forecasts with Bus Revolution for two interim years (optional).
9. Prepare highway forecasts including daily auto and truck volumes and AM and PM peak hour intersection turning movements for one analysis year.
10. Prepare transit ridership forecasts for three transit mitigation options for 2026 and 2037.
11. Prepare transit ridership forecasts for three transit mitigation options for two interim years (optional).
12. Prepare highway forecasts for three transit mitigation alternatives for one analysis year.
13. Prepare highway forecasts for two transit alternatives and four highway alternatives (optional).
14. Prepare technical memo documenting transit and traffic forecasting methodology and results.

DVRPC Products:

1. Technical Memo.

Beneficiaries: Hilco Redevelopment Partners, Philadelphia County, SEPTA, and PennDOT.

Project Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2024					
2025	\$235,800				\$235,800*
2026					

*Contract with Hilco Redevelopment Partners.

ACTION ITEM

Date Prepared: June 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JULY 9, 2024

Agenda Item:

11. Transportation Performance Management (TPM) Transit Asset Management and Transit Safety Targets and Update

Background/Analysis/Issues:

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets in five areas: Roadway Safety, Bridge and Pavement Condition, System Performance, Transit Asset Management, and Transit Safety. The region's three Tier 1 transit operators (SEPTA, NJ TRANSIT, and DRPA/PATCO) have recently updated their targets for Transit Asset Management and Transit Safety. DVRPC staff will present on the performance under each area, as well as a recommendation for regional action on the targets.

Date Action Required:

July 9, 2024

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

Recommend that the DVRPC Board agrees to be consistent with the respective SEPTA, NJ TRANSIT, and DRPA/PATCO annual Transit Asset Management and Transit Safety targets, and to support the transit operators' efforts at achieving those targets.

Staff Contact:

Greg Diebold, Planning Data Analyst

Attachments:

- 1) Transportation Performance Management (TPM) Transit Asset Management 2024 Targets and 2023 Performance

- 2) Transportation Performance Management (TPM) Transit Safety 2024 Targets and 2023 Performance

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) TRANSIT ASSETS 2024 TARGETS AND 2023 PERFORMANCE

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets.

The Federal Highway Administration has established three performance measure regulations for Roadway Safety (PM1), Bridge and Pavement Condition (PM2), and System Performance (PM3). The Federal Transit Administration has established performance measures for Transit Asset Management and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets, or develop their own regional targets.

DVRPC has included descriptions of projects and their anticipated effects on achieving the established state DOT and transit agency targets in the region's Long-Range Plan and the Pennsylvania and New Jersey Transportation Improvement Programs. Additional information on Transportation Performance Management (TPM) is available at <https://dvrpc.org/TPM/>

TRANSIT ASSET MANAGEMENT PERFORMANCE AREA

Transit providers are required to coordinate with MPOs to set performance targets annually to assess the State of Good Repair for four capital asset categories. The providers are then required to develop a Transit Asset Management (TAM) Plan to identify local funding prioritization. Each of the transit providers have submitted their reports to FTA, but the performance data and targets are considered draft and subject to change at FTA's discretion until they are finalized.

Rolling Stock

The performance-based planning regulation requires that transit providers set annual targets for the average age of their revenue generating vehicles (rolling stock) for each of 23 vehicle types. The targets specify the percentage of the transit provider's rolling stock that exceeds (is older than) the Useful Life Benchmark (ULB) measured in years. The ULB is established by the transit provider with Federal Transit Agency (FTA) guidance. Specific targets are set for:

- Percentage of the transit provider's rolling stock that have met or exceeded their ULB.

Equipment

Transit providers are required to set annual targets for the average age of their nonrevenue generating vehicles (equipment) for three vehicle types: automobiles, rubber-tired vehicles, and steel wheeled vehicles. Targets are only set for vehicles that are road-worthy, self-propelled maintenance or construction vehicles. The targets are set for the percentage of equipment, by vehicle category type, that exceed the nonrevenue generating fleet's ULB. Specific targets are set for:

- Percentage of the transit provider's nonrevenue equipment that have met or exceeded their ULB.

Facilities

Transit providers are required to set annual targets for the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. The two groups of facility types are Passenger and Administration Facilities. FTA requires that facility condition data be fully updated every four years, at a minimum. Agencies may choose to assess a quarter of their facilities every year, or more frequently.

Each annual report must include updated facility condition data based on any assessments completed since the last report. Only facilities with direct capital responsibility require condition assessments. Targets are set for:

- Percentage of assets with condition rating below 3.0 on the FTA TERM Scale for Passenger Facilities.
- Percentage of assets with condition rating below 3.0 on the FTA TERM Scale for Administration Facilities.

Infrastructure

Transit providers are required to set annual targets for the percentage of fixed guideway track segments that have performance restrictions. A performance restriction is defined as a segment of guideway track miles where the maximum permissible speed of transit vehicles is below the guideway’s full-service speed. Restrictions can be caused by issues with rail fixed guideway, track, power, or signal systems. Performance restrictions should be measured at 9:00 AM local time on the first Wednesday of each month. Specific targets are set for:

- Percentage of the transit provider’s fixed guideway track miles that have performance restrictions. The annual performance measure for Infrastructure is an average of each month’s performance restriction measure.

The following tables show the respective transit agencies’ 2024 targets as well as 2023 targets and actual 2023 performance. DVRPC staff recommends continuing to support the respective transit agency 2024 targets.

TABLE 1: NJ TRANSIT ASSET MANAGEMENT DRAFT PERFORMANCE AND TARGETS*

Performance Measure	2023 Target (%)	2023 Performance (%)	Previous Target Met?	2024 Target (%)
% of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
Articulated Bus	0	0	Yes	0
Automobile	37.98	37.40	Yes	37.01
Over-the-Road Bus	18.32	12.11	Yes	6.89
Bus	58.84	59.27	No	88.39
Cutaway	36.43	72.01	No	64.95
Light Rail Vehicle	0	0	Yes	0
Minivan	0	0	Yes	0
Commuter Rail Locomotive	13.33	19.30	No	18.32
Commuter Rail Passenger Coach	0	10.99	No	11.15
Commuter Rail Self-Propelled Passenger	0	100	No	100
% of Non-Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
Automobiles	55.38	45.10	Yes	45.10
Trucks & Other Rubber Tire Vehicles	65.89	57.37	Yes	57.71
Steel Wheel Vehicles	39.13	39.68	No	39.68
% Average Condition of Facilities (< 3 on the TERM Scale)				
Passenger/Parking Facilities	4	0.80	Yes	0.80
Administrative/Maintenance Facilities	4	0.98	Yes	0.95

% of Track Segments with Performance Restrictions				
Commuter Rail	1.75	1.78	No	1.75
Light Rail	2.38	2.38	Yes	2.38
Hybrid Rail	0.18	0.18	Yes	0.18

**Draft Pending FTA Approval, Not Intended for Public Circulation*

TABLE 2: DRPA/PATCO ASSET MANAGEMENT DRAFT PERFORMANCE AND TARGETS*

Performance Measure	2023 Target (%)	2023 Performance (%)	Previous Target Met?	2024 Target (%)
% of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark	0	0	Yes	0
% of Non-Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark	19	32	No	34
% Average Condition of Facilities (< 3 on the TERM Scale)				
Passenger/Parking Facilities	0	0	Yes	0
Administrative/Maintenance Facilities	0	0	Yes	0
% of Track Segments with Performance Restrictions	0.38	1.63	No	0.46

TABLE 3: SEPTA ASSET MANAGEMENT DRAFT PERFORMANCE AND TARGETS*

Performance Measure	2023 Target (%)	2023 Performance (%)	Previous Target Met?	2024 Target (%)
% of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
Articulated Bus	0	0	Yes	0
Bus	10	9.7	Yes	10
Heavy Rail Passenger Car	0	0	Yes	0
Light Rail Vehicle	0	0	Yes	0
Commuter Rail Locomotive	0	0	Yes	0
Commuter Rail Passenger Coach	0	0	Yes	0
Commuter Rail Self-Propelled Passenger	66	66	Yes	66
Car Cutaway Car	0	0	Yes	3
Trolley Bus	0	0	Yes	0
Vintage Trolley/Streetcar	100	100	Yes	100

% of Non-Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
Automobiles	50	11.5	Yes	25
Trucks & Other Rubber Tire Vehicles	50	33.1	Yes	50
Steel Wheel Vehicles	50	50.6	No	55
% Average Condition of Facilities (< 3 on the TERM Scale)				
Passenger/Parking Facilities	5	4.8	Yes	10
Administrative/Maintenance Facilities	5	3.6	Yes	5
% of Track Segments with Performance Restrictions				
Commuter Rail	10	3.1	Yes	10
Heavy Rail	5	2.4	Yes	5
Streetcar Rail	3	0.7	Yes	3

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) - TRANSIT SAFETY

2024 TARGETS AND 2023 PERFORMANCE

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets.

The Federal Highway Administration has established three performance measure regulations for Roadway Safety (PM1), Bridge and Pavement Condition (PM2), and System Performance (PM3). The Federal Transit Administration has established performance measures for Transit Asset Management and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets, or develop their own regional targets.

DVRPC has included descriptions of projects and their anticipated effects on achieving the established state DOT and transit agency targets in the region's Long-Range Plan and the Pennsylvania and New Jersey Transportation Improvement Programs. Additional information on Transportation Performance Management (TPM) is available at <https://dvrpc.org/TPM/>

Through the Public Transportation Agency Safety Plan (PTASP) rule, FTA requires transit agencies to implement a Safety Management System to manage safety risk, which can help agencies maintain or improve their safety performance. Transit agencies are required to develop Transit Agency Safety Plans (TASP) that establish performance targets based on the four measures included in FTA's National Transit Public Safety Plan (NTPSP). The four measures are Fatalities, Injuries, Safety Events, and System Reliability. Transit agencies are required to report their targets and performance to the state DOT and the agency's MPO in order to prioritize funding to improve transit safety performance. The PTASP Rule became effective on July 19, 2019. The first transit agency safety plans were originally due in July 2020; however, due to the COVID-19 Pandemic, FTA extended the report deadline to December 31, 2020.

Fatalities

The transit safety performance measure requires that transit providers set annual targets for the number of fatalities that occur on each mode of transit that the agency operates, excluding deaths that result from trespassing, suicide, or natural causes. The NTPSP defines the modes as rail, fixed guideway bus service, and non-fixed route bus service. Fatalities are required to be calculated for both the total number of fatalities and the fatality rate per vehicle revenue mile. Specific targets are set for:

- Total fatalities, by mode, across the transit agency's system.

- The rate of fatalities, by mode, per vehicle revenue mile operated by the transit agency.

Injuries

The PTASP requires that transit agencies set annual targets for the number of injuries that occur on each mode of transit that the agency operates. Injuries are defined as "harm to person that requires immediate medical attention away from the scene." Injuries are required to be calculated for both the total number of injuries and the injury rate per vehicle revenue mile for each of the modes that the agency operates. Specific targets are set for:

- Total injuries, by mode, across the transit agency's system.
- The rate of injuries, by mode, per vehicle revenue mile operated by the transit agency.

Safety Events

Transit providers are required to set annual targets for the number and rate of safety events, by mode, that occur across the transit agency’s system. A safety event is defined by FTA as a “collision, derailment, fire, hazardous material spill, or evacuation.” Safety events are required to be calculated for both the total number of events and the event rate per vehicle revenue mile for each of the modes that the agency operates. Specific targets are set for:

- Total safety events, by mode, across the transit agency’s system.
- The rate of safety events, by mode, per vehicle revenue mile operated by the transit agency.

System Reliability

Transit providers are required to set annual targets for the agency’s system reliability for each mode of transit that the agency operates. The system reliability performance measure accounts for major mechanical failings of a vehicle that prevent the vehicle from starting or completing a scheduled trip. Mechanical failings and interrupted trips can create hazardous conditions for the transit operators and passengers depending on the location of the service interruption and if passengers are required to de board in unsafe locations. Specific targets are set for:

- The miles traveled between major mechanical failures calculated for each mode that the transit agency operates.

Specific action being sought is agreeing to be consistent with the respective SEPTA, DRPA/PATCO, and NJ TRANSIT targets for Transit Safety, and supporting the transit operators’ efforts at achieving those targets.

TABLE 1: TRANSIT SAFETY TARGETS AND PERFORMANCE

	2023 Target	2023 Actual	Previous Target Met?	2024 Target
FATALITIES (Number/Rate)				
SEPTA	-- / 14.12*	13 / 16.50*	No	13 / 16.26*
DRPA/PATCO	0 / 0**	0 / 0**	Yes	0 / 0**
NJ TRANSIT				
Light Rail (River Line)	2 / 1.74 [†]			2 / 1.74 [†]
Bus	5 / .007 [†]			5 / .064 [†]

	2023 Target	2023 Actual	Previous Target Met?	2024 Target
INJURIES (Number/Rate)				
SEPTA <u>Passenger Injuries</u>				
Bus	-- / 3,794*	1,936 / 4,458*	No	1,548 / 3,541*
Trolley Bus	-- / 3,962*	38 / 4,654*	No	26 / 3,274*
Heavy Rail (MFL)	-- / 524*	54 / 685*	No	43 / 515*
Heavy Rail (BSL)	-- / 364*	16 / 241*	Yes	21 / 318*
Heavy Rail (NHSL)	-- / 2,197*	16 / 2,152*	Yes	16 / 2,076*
Light Rail	-- / 4,890*	142 / 5,419*	No	115 / 4,665*
Commuter Rail	-- / 494*	96 / 550*	No	66 / 419*
Employee Injuries	-- / 4.43***	416 / 4.71***	No	417 / 4.88***
DRPA/PATCO	41 / .74**	14 / .34**	Yes	41 / .74**
NJ TRANSIT <u>Light Rail (River Line)</u>				
Passenger Injuries	3 / 2.61 [†]			3 / 2.61 [†]
Employee Injuries	1 / .87 [†]			0 / .28 [†]
<u>Bus</u>				
Passenger Injuries	160 / 2.25 [†]			195 / 2.67 [†]
Employee Injuries	406 / 5.7***			389 / 5.32***
SAFETY EVENTS (Number/Rate)				
SEPTA <u>Vehicle Accidents</u>				
Bus	-- / 7,141*	3,458 / 7,962*	No	3,177 / 7,263*
Trolley Bus	-- / 7,347*	63 / 7,716*	No	55 / 6,928*
Heavy Rail (MFL)	-- / 100*	19 / 241*	No	11 / 137*
Heavy Rail (BSL)	-- / 85*	6 / 90*	No	6 / 84*
Heavy Rail (NHSL)	-- / 2,370*	21 / 2,824*	No	20 / 2,580*
Light Rail	-- / 9,057*	340 / 12,976*	No	268 / 10,739*
Commuter Rail	-- / 90*	15 / 86*	Yes	14 / 92*

	2023 Target	2023 Actual	Previous Target Met?	2024 Target
SAFETY EVENTS, Continued				
<u>Station Accidents</u>				
Heavy Rail (MFL)	-- / 3,513*	135 / 559*	Yes	100 / 2,747*
Heavy Rail (BSL)	-- / 1,275*	35 / 218*	Yes	25 / 1,064*
Heavy Rail (NHSL)	-- / 1,644*	6 / 446*	Yes	4 / 1,525*
Light Rail	-- / 385*	1 / 93*	Yes	0 / 31*
Commuter Rail	-- / 914*	7 / 39*	Yes	9 / 638*
<u>Safety Events</u>				
Bus	481	510	No	467
Trolley Bus	11	8	Yes	10
Heavy Rail	136	193	No	162
Light Rail	82	110	No	90
Commuter Rail	3	6	No	5
DRPA/PATCO	50 / .91**	27 / .66**	Yes	50 / .91**
NJ TRANSIT				
<u>Light Rail (River Line)</u>				
Collisions	9 / 7.83 [†]			10 / 7.83 [†]
Fire Events	1 / .87 [†]			1 / .87 [†]
<u>Bus</u>				
Collisions	222 / 3.12 [†]			261 / 3.57 [†]
Fire Events	4 / .06 [†]			3 / .04 [†]
SYSTEM RELIABILITY (Mean Distance in Miles between Major Service Failures)				
SEPTA				
Heavy Rail (MFL)	105,314	78,551	Yes	105,394
Heavy Rail (BSL)	122,436	176,380	No	152,918
Heavy Rail (NHSL)	32,306	30,656	Yes	35,424
Light Rail (City)	11,805	8,015	Yes	16,359
Light Rail (MSHL)	21,018	11,572	Yes	16,625
Commuter Rail	40,500	41,434	No	43,032
DRPA/PATCO	230****	158****	Yes	230****

NJ TRANSIT				
Light Rail (River Line)	19,084			19,084
Bus	6,313			6,096

Notations:

† *per 1 Million Miles*

* *per 100 Million Miles*

***per 100,000 Miles*

****per 200,000 Work Hours*

*****Total Failures*

Note: NJ TRANSIT 2024 targets are preliminary pending FTA approval. Not intended for public circulation. 2023 performance data was not immediately available.

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

JULY 9, 2024

Agenda Item:

12. DVRPC Regional Trails Program - 2024 Awards

Background/Analysis/Issues:

In early 2024, DVRPC launched Phase 10 of the Regional Trails Program, a competitive funding round for planning, design, and construction of multi-use trails and adjoining infrastructure projects, such as trailheads, gateways, and neighborhood connections within the DVRPC region.

Applications were due in May and subsequently analyzed for eligibility, technical merit, cost-effectiveness, quality, and equity impact. A selection committee, comprised of county, city, state agency, and Circuit Trails Coalition representatives, reviewed the projects and met on May 28 and June 11 to identify a list of recommended awards. Twelve projects totaling \$2 million are recommended for approval. They are:

1. Kinkora Trail (Sponsor: Burlington County) - \$50,000 (planning)
2. Camden County LINK Trail - Segment 3 (Sponsor: Camden County) - \$200,000 (design)
3. Burlington-Camden Trail (Sponsor: City of Camden) - \$200,000 (design and construction)
4. Cross County Connector Trail (Sponsor: Mercer County) - \$175,000 (planning)
5. Lawrence-Hopewell Trail - Cleveland Road Segment (Sponsor: Lawrence Hopewell Trail Corporation) - \$148,505 (design)
6. East Coast Greenway - River Road Trail (Sponsor: Bristol Township) - \$200,000 (design)
7. Chester Valley Trail - Downingtown Trestle (Sponsor: Chester County) - \$200,000 (design)
8. Lower Darby Creek Trail (Sponsor: Delaware County) - \$198,900 (design)
9. Naylor's Run Trail - Section 6 (Sponsor: Upper Darby Township) - \$200,000 (design)

10. Lafayette Street Trail Gateway Master Plan (Sponsor: Montgomery County) - \$80,000 (planning)
11. Wissahickon Gateway (Sponsor: City of Philadelphia) - \$200,000 (design)
12. Parkside Cynwyd Trail (Sponsor: City of Philadelphia) - \$147,595 (design)

All funding will be provided through grants to DVRPC from the William Penn Foundation.

Recommendations:

RTC – Will make a recommendation at the July 9, 2024 RTC meeting.
Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends Board approval of these twelve (12) Regional Trails Program grant awards for a total amount of \$2 million.

Attachments:

- 1). Map of New Jersey Regional Trails Program Recommended 2024 Projects
- 2). Map of Pennsylvania Regional Trails Program Recommended 2024 Projects

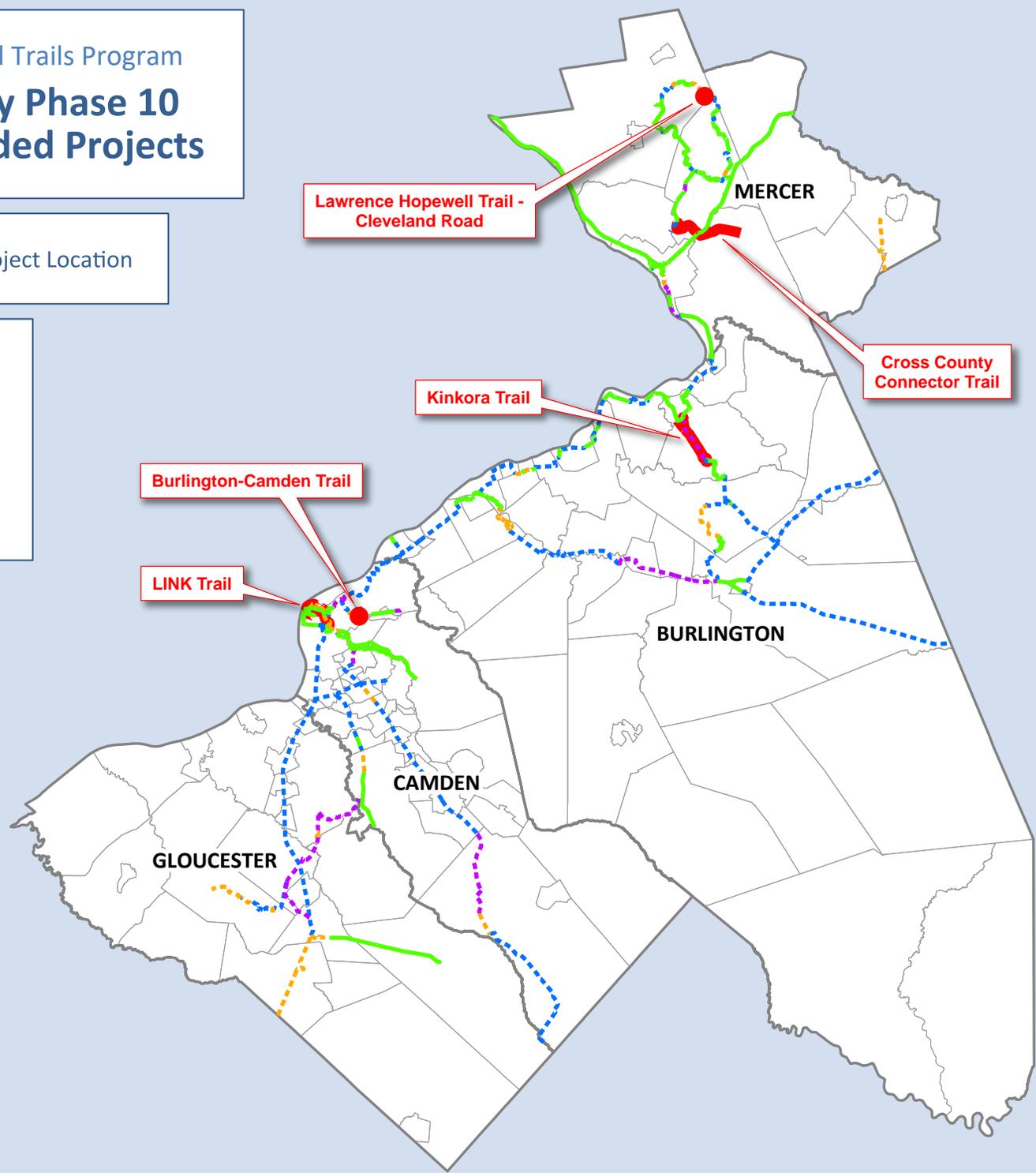
DVRPC Regional Trails Program
**New Jersey Phase 10
Recommended Projects**

**THE
CIRCUIT
TRAILS**

 Phase 10 Project Location

The Circuit Trails

-  Existing
-  In Progress
-  Pipeline
-  Planned




0 4 8
Miles


DVRPC Regional Trails Program
**Pennsylvania Phase 10
Recommended Projects**

**THE
CIRCUIT
TRAILS**

 Phase 10 Project Location

